

Navy News

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Countdown to conflict? – p14,15



Picture power – p22,23



RIVAL FIRMS SHARE CARRIER CONTRACT

THE COUNTDOWN begins to the arrival of the biggest and most powerful warships ever to be built in the UK with the announcement by the Ministry of Defence of an industrial alliance.

Former rivals BAE Systems and Thales UK are now tied into an alliance with the MOD over the development of the new aircraft carriers planned for the Royal Navy.

BAE Systems will take the lead as prime contractor in the £2.8 billion project, with roughly one third of the contract likely to go to Thales UK as key supplier.

The finer details of the contract and design are now being refined among the three partners and the alliance is intended to play to each group's strengths.

BAE Systems were particularly praised for their experience in project management and in the the prime contractor role.

Additional benefits included their established relationships with British shipyards and proven ability at systems integration.

The innovative and versatile concept designed by Bath-based British Maritime Technology Ltd (BMT) for Thales UK will form the basis for further development on the future carriers.

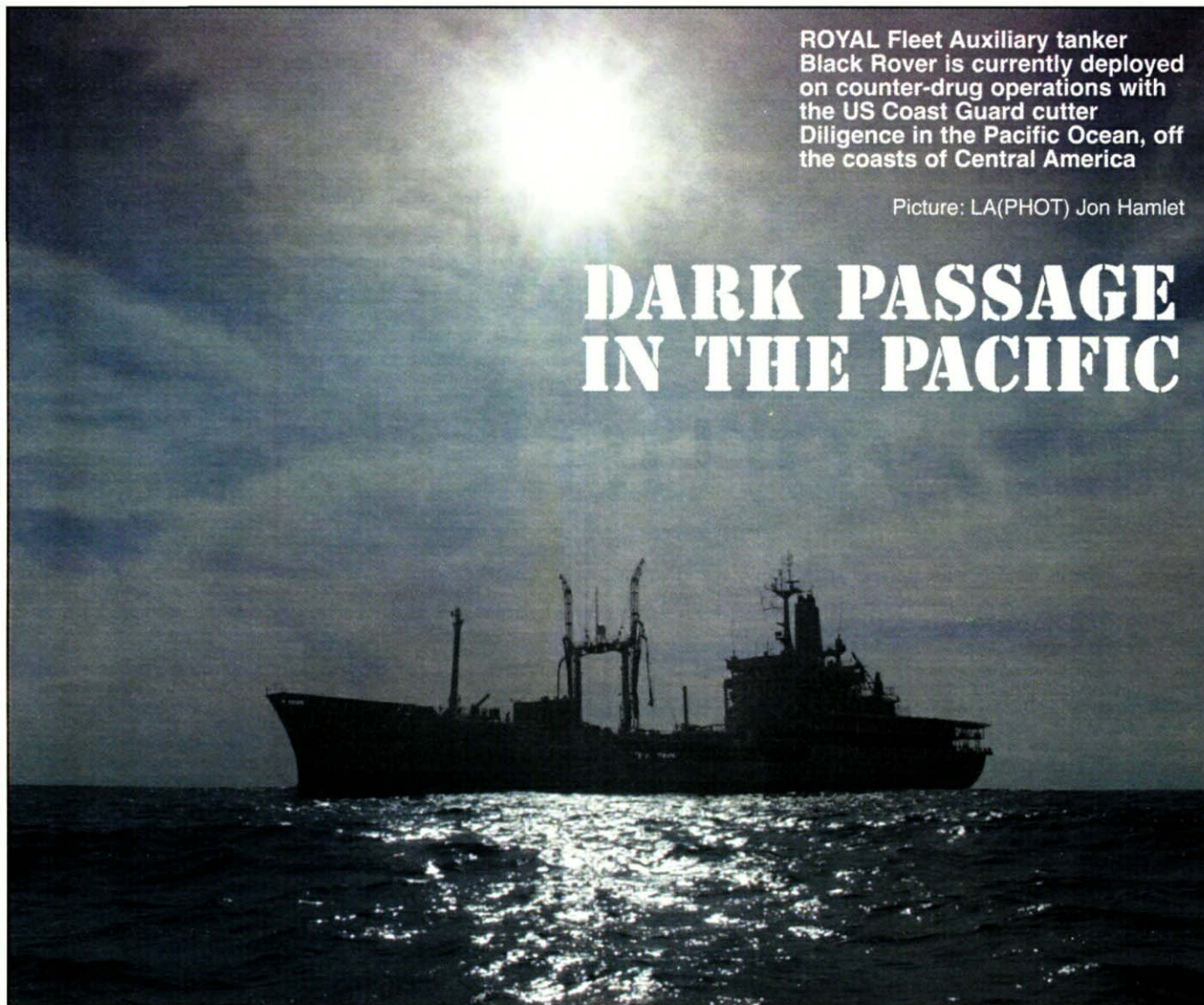
Distinctive visual elements in the Thales concept include two separate towers for aircraft and ship operations, but significant work is still to take place and the true final form of the new ships is

● Turn to back page

ROYAL Fleet Auxiliary tanker Black Rover is currently deployed on counter-drug operations with the US Coast Guard cutter Diligence in the Pacific Ocean, off the coasts of Central America

Picture: LA(PHOT) Jon Hamlet

DARK PASSAGE IN THE PACIFIC



'World-class' torpedo upgrade on order

THE ROYAL Navy is to get the world's most advanced lightweight torpedo system under a contract announced by Defence Procurement Minister Lord Bach.

The £441 million contract for the upgrade of the Sting Ray lightweight torpedo has been awarded to BAE Systems and will sustain around 300 jobs across the UK, at least 120 of them at Waterloo in Hampshire.

The award of the manufacturing contract will see the upgrading of the UK's stock of the torpedoes, which are the main anti-submarine weapons carried by our surface ships and aircraft.

Said Lord Bach: "This is excellent news, both for our Armed Forces and for the UK defence industry. The new, more advanced Sting Ray will provide the Royal Navy and the Royal Air Force with a world-class anti-submarine capability and will be a key component of our maritime defence force."

Sting Ray will be equipped with an advanced computer system which will make it faster, quieter and more manoeuvrable. The programme will start delivery in 2006.



● NEW ROLE: HMS Dasher and HMS Pursuer are delivered at Akrotiri, Cyprus by mv Mayflower

Picture: Cpl Pete Mobs, Media Ops Episkopi

Archers draw the line in Cyprus

TWO ARCHER-class patrol boats have been shipped out to Cyprus for a new role in the front line against illegal activities.

HM ships Pursuer and Dasher were taken the 2,000 miles from Portsmouth to Cyprus on board the mv Mayflower, and a small crowd gathered to watch as the mother-ship's special lifting gear was used to lower the 49-ton patrol boats gently into the water at Akrotiri Mole.

The nine-day journey was sanctioned to allow the P2000 patrol boats to enhance security in Sovereign Base waters.

The two vessels had previously been among 14 P2000s used by the University Royal Navy Units (URNUs) to train cadets in seamanship and navigation and to

raise the profile of the RN with undergraduates.

Dasher was used by cadets from Bristol URNU and Pursuer by students at Sussex URNU, and their needs will now be covered by other P2000s – Sussex will pair up with Southampton, and Bristol with Birmingham; in both cases there is no geographic penalty in terms of access to the boats.

"We have managed to achieve this by adjusting the programme," said Cdr Ian Carter, the Commanding Officer of the Portsmouth-based First Patrol Boat Squadron.

"By use of flexible planning we can just cover the departure of Dasher and Pursuer and still adhere to the minimum sea experience requirement – though it has taken some innovative planning, and there is an increased risk of programme loss through bad weather."

The squadron has also generated three commanding officers and three crews for the boats in

Cyprus, and by judicious drafting a certain degree of continuity has been maintained – all three COs have recent P2000 command experience.

The man in charge of the two boats, 22 Royal Navy personnel and four Marines working with them is Lt Cdr David Bryant, from HMS Collingwood, a former Staff Operations Officer with the First Patrol Boat Squadron and an ex-Gibraltar Squadron commanding officer – the Gib Squadron operates the same class of boats in a similar role.

Initially the boats, powered by two Rolls-Royce diesel engines and carrying a crew of six, will be prepared for their new role.

Senior Naval Officer in Cyprus Lt Cdr Nobby Hall said: "The first couple of weeks will be spent getting sorted out and worked up."

"A team from Flag Officer Sea Training will be coming out from the UK to conduct very intensive training in order to get the ships operational."

Lt Cdr Hall, who works on Maritime Operations in the Headquarters British Forces Cyprus at Episkopi, added: "The reason they have come to Cyprus is to provide us with a capability we have needed to patrol the Sovereign Base Area waters."

"In liaison with the Republic of Cyprus they will form an important round-the-clock deterrent against illegal immigrants and drug trafficking."

"HQ BFC are very pleased to have these assets here because there has been a shortfall in our capability for a very long time."

Dasher and Pursuer will be based at Akrotiri but cover both the Western and Eastern Sovereign Base areas.

Lt Cdr Bryant said: "I think it is going to be a challenge, a satisfying and exciting challenge, and it's something that my team and I are very much looking forward to."

SSAFA wins first major grant for veterans

SSAFA – the Soldiers', Sailors' Airmen and Families Association – Forces Help has been awarded £450,000 from the National Lottery.

The grant from the Lottery's Community Fund will be used to improve the quality of life of ex-Service personnel and their families in need.

SSAFA Forces Help will use the money, made over in three yearly payments of £150,000, to boost training for over 7,000 volunteers and also to develop new initiatives.

This "new" training will become all the more important if conflict breaks out with Iraq, says SSAFA, since they have identified a need to provide a bereavement training package for their volunteers who may have to deal with families who have lost a family member or friend in hostile action.

Said Chris Hughes-Johnston, Deputy Chief Executive of SSAFA Forces Help: "We are very pleased with the substantial amount of money awarded to SSAFA Forces Help from the Community Fund."

"The extra freedom of action

provided by the grant will allow us to ensure that what we are doing in the training field is relevant, efficient, appropriate and effective."

"It is the first time that such a large amount of money has been awarded to helping war veterans and is certainly a step in the right direction."

SSAFA Forces Help is the national welfare charity helping Service and ex-Service personnel and their families in need.

It can provide practical and emotional support to people who have served one paid day in any of the Armed Forces and their Reserves in ways including welfare, social work, healthcare, housing, financial assistance and friendship.

The Association helps over 75,000 people each year and estimates that a quarter of the population is eligible for assistance.

For more information check the website on www.ssafo.org.uk

FIGUREHEADS



HMS EURYDICE

EURYDICE in Greek mythology was a nymph and the wife of the hero Orpheus. Her outstretched arms and sorrowful expression gives a tragic warning – and perhaps points to her ultimate fate.

Built as a 6th rate of 24 guns at the Royal Dockyard in Portsmouth, she was launched on May 16, 1843, only the second vessel of the name and, as it turned out, the last.

Her figurehead has been preserved at the Royal Naval Museum more as a memorial than as an example of the carver's art for, recommissioned in 1877 as a training ship for boys and seamen, she was returning to Spithead from a training voyage to the West Indies when disaster struck almost in sight of home.

In the great squall of wind and snow off Dunmose Head, Isle of Wight, on the night of March 24, 1878, she capsized and sank with the loss of 318 men and boys. There were only two survivors.

The Court of Enquiry reported that no blame could be assigned to any members of the crew and the ship was salvaged and brought back into Portsmouth Harbour on September 1, 1878 to be broken up.

A midshipman's telescope was found by divers, slung around the figurehead's neck. Both were given to the then Dockyard Museum for display and are now part of the Victorian Navy exhibition.

□ We are told that the figurehead of Admiral Duncan, featured last month, has been moved to HMS Scotia, the RNR Training Centre at RNSE Caledonia, Rosyth. A study is in hand to consider the future location and conservation of all ex-RN ships' figureheads – and the first step will be to determine the current whereabouts of all such figureheads, carvings and so on. Contact the RN Trophy Officer on 02392 723878 if you have any information.

STAMPS OF GREATNESS

Two of the Royal Navy's greatest Antarctic explorers are celebrated on Royal Mail stamps to be issued on April 29. Capt Robert Falcon Scott features on the 68p stamp while Sir Ernest Shackleton (who obtained a commission in the Royal Naval Reserve in 1901) appears on the 42p one in the series called *Extreme Endeavours*.

ROBERT FALCON SCOTT



ERNEST SHACKLETON



RAIDS OFF SOMALIA NOW A 'CERTAINTY'

Piracy attacks still rising – with more violence

WORLDWIDE piracy and armed robbery incidents continue to show an upward trend with total reported incidents increased to 370 in 2002 compared with 335 the previous year.

The ICC International Maritime Bureau warns that the situation is not likely to improve.

IMB Director Capt P. Mukundan told *Navy News* there had been a steep rise in hijackings of vessels since 2000.

"There is an increase in violence," he said. "In some parts of the world it is all too easy to unlawfully board a merchant vessel."

"Against the current concern in respect of maritime terrorism, it is vital that coastal states allocate resources to better patrol their waters. Failing this, we do not foresee a reduction in these incidents."

Indonesia continues to record the highest number of attacks with 103 reported incidents in 2002. Piracy attacks in Bangladesh ranked second highest with 32 attacks and India is third with 18.

Nigeria and Malaysia recorded 14 attacks each. Brazil, Colombia, Dominican Republic, Ecuador and Guyana have also showed a marked increase in attacks.

There was a substantial rise in hijackings, from 16 to 25 incidents. Many of these involved tugs, barges and fishing boats in the Malacca Straits and Indonesian waters.

It is believed that syndicates in the area may be targeting ships and barges carrying valuable palm and gas oil. In May 2002, cooperation between the Royal Thai Marine Police and Navy and the IMB resulted in the capture of the hijacked tanker MT Han Wei.

Prompt investigations by the Royal Thai police led to the arrest of three men in Thailand who have confessed to the hijacking.

Malacca Straits, one of the busiest shipping lanes, has continued to see a welcome drop in the number of piracy attacks to 16 in 2002 from 75 in 2000, however.

"This must be due to vigilant patrols and constant operations by the relevant authorities, particularly the Royal Malaysian Marine Police," said Capt Mukundan.

"We hope that the Indonesian authorities will increase their efforts, without which the area will always remain high risk."

Although the number of crew

killed had declined to ten as compared to 21 in 2001, the potential for violence continued to be a worrying factor. There were also 24 crew or passengers missing. The number of attacks using knives rose from 105 to 136.

The report identifies 29 ports and anchorages which suffered three or more attacks during the past year. Chittagong, Balikpapan, Lagos, Samarinda and Jakarta-Tg Priok continued to record higher numbers of attacks on ships in their waters.

The threat to shipping posed by armed militia off the coast of Somalia has been highlighted by the IMB for many years. The risk of attack to vessels staying close to the coastline from organised Somali militia-men has now increased from one of possibility to certainty, it says.

"Any vessel not making a scheduled call in a Somali port which slows down or stops close to the Somali coast WILL BE boarded by these gangs, who have so far been successful in extorting substantial sums from owners for the return of the vessel and the crew."

"During 2002 there have been three high-profile hijackings of commercial vessels."

The report draws attention to new initiatives in combating piracy,

in particular a unique preventive and deterrent system called Secure-Ship which is the most recent and effective innovation in the campaign.

This is a non-lethal, electrifying fence surrounding the whole ship, which has been specially adapted for maritime use.

The fence uses 9,000-volt pulse to deter boarding attempts. An intruder coming in contact with the fence receives "an unpleasant, non-lethal shock that will result in the intruder abandoning the attempted boarding" it is claimed confidently.

At the same time an alarm will

go off, activating floodlights and a very loud siren.

Further details can be obtained at www.secure-ship.com

The work of the IMB Piracy Reporting Centre is funded by donations from 20 organisations, mostly P&I Clubs, ship owners and insurers.

The Centre is now recognised throughout the maritime industry for its valuable contribution in quantifying the problem of world piracy and providing assistance, free of charge, to ships that have been attacked. Daily reports are posted on the Internet at www.icc-ccs.org



Leeds pays tribute

A WREATH has been laid over the wreck of the third Ark Royal by her current successor, on her way to the Middle East.

The flagship of Naval Task Group 2003 – the fifth ship to bear the name – laid the wreath during a ceremony conducted by the Ark's Chaplain, the Rev John Green. It had been presented by the Lord Mayor of Leeds, Cllr Bryan North, on behalf of the carrier's affiliated city when he learned that she would be sailing over the site.

One of the wreath-bearers was LSA Lucy Brown (left, with OM Natalie Vance) whose late grandfather, Mne Thomas Brown, was serving in the third Ark when she was sunk 18 miles off the coast of Spain on November 14, 1941. Mne Brown was the first of her 1,749 complement to be rescued. Remarkably, there was only one fatality.



Eddie's truly remarkable

'A truly remarkable feat of seamanship' brought a Royal Fleet Auxiliary seaman the C-in-C Fleet's personal commendation.

Admiral Sir Jonathon Band met up with SG 1A Eddie Calmeyer when he visited RFA Sir Bedivere in Jebel Ali and handed over his testimonial for "The successful rescue of 20 distressed and exhausted persons in... appalling conditions."

Eddie was serving in RFA Diligence in May last year when she was called to the

aid of mv Bella 1, which had been drifting for several days without power and running out of food and water off the notorious coast of Somalia (see above).

In the heavy seas of the south west-monsoon he acted as bowman in the ship's rigid inflatable boat (RIB) on five hazardous return trips to transfer the 20 crewmen to Diligence.

RFA Sir Bedivere is currently mother ship to four RN mine countermeasures vessels comprising On Call Force 31 in the Gulf.

The 'ultimate Divisional Officer' is on your side

Key man starts new job on same day as boss

New Second Sea Lord focuses on the individual

THE new Second Sea Lord has assumed control of the Navy's complex personnel machinery – but the self-styled 'ultimate Divisional Officer' recognises the importance of looking beyond the statistics to the individuals who make the whole thing tick.

Indeed, as the Navy continues to market itself under the slogan 'The Team Works', Vice Admiral James Burnell-Nugent is at pains to point out that a team works most effectively when each member is valued and encouraged.

"The Second Sea Lord is the ultimate Divisional Officer in the Royal Navy and Royal Marines, and that is a hugely important responsibility that I take very seriously," said Admiral Burnell-Nugent, who has over 30 years personal experience of looking after the welfare of seamen as a Divisional Officer and a Commanding Officer.

The Admiral, who took over from Admiral Sir Peter Spencer on January 28, has identified three main priorities (see below) and in his view, many problems in the Navy need to be addressed at grass roots level.

"The first area where I want to have a major influence is in the dialogue between ratings and officers with the various personnel authorities, to make sure that we here in Victory Building and other parts of the personnel world treat ratings and officers as individuals, rather than as a collection of statistics or categories," he said.

"This is an area where a lot of progress has been made, particularly with the formation of the Waterfront Manning Offices and the RDCAs, the Regional Drafting Career Advisory centres, where a rating can go and get personal advice about his career and drafting opportunities.

"So we are moving in the right

Vice Admiral James Burnell-Nugent talks to Mike Gray

direction, but I am convinced there is a lot more we can do in the dialogue between the personnel machine and individuals.

"In policy terms, to some extent you have to think about people as categories – you've got to start by doing some arithmetic of the categories that different people would fall into and the structures that are needed – but when it comes to an individual's issues that are important to him or her, and their family and friends, and aspirations, then we must all try harder to treat them as individuals.

"I'll lay down a challenge here. If anybody – officer or rating or Marine – feels they are not being given the due consideration appropriate to an individual, on personnel matters, they should see their Divisional Officer, and ask the Commanding Officer to write to me and I'll follow it up, because this is a really important issue."

By getting this right, the Admiral believes that there may be a significant effect on the "number one challenge" – retention. Encouragement at the right time could be enough to retain someone for one more draft, and collectively that might just tip the numbers in the Navy's favour.

The retention issue is confused by current operational needs, as the Admiral is all too aware.

"I think the situation we are finding ourselves in now is going to be a real challenge for retention, because what's happening is a num-



● Vice Admiral James Burnell-Nugent: '... we must all try harder to treat people as individuals.'

Pictures: PO(PHOT) Gary Davies

ber of different communities or groups of individuals are emerging.

"There are those who are deployed with a prospect of operations in the Gulf, which is about 10,000 people; there are those who are firefighting – about 3,500 – who have been doing so for some months now; there is another group of people who are left behind – the non-firefighters, who are left looking after their ship, unit or establishment, who have got seriously shortened watchbills as a result of the number of people who are away; and then there are other people who may actually be in the DLO or other parts of the Service who have been called forward as augmentees or reservists, and so their lives are being affected – and so are the people who are being left behind in those areas, because maybe they had a deputy or an assistant and that person has now gone.

"All corners of the Navy and Corps are being affected by current operations, and it is difficult to predict what effect this is going to have. "Some people will be hugely enthused by the prospect of operations, and it will encourage them to stay on; others might find they have had enough of the separation that goes with it. "That is why I place such importance on treating people as individuals, because this is what we are going to have to do this year in particular – everybody will have a slightly different story, slightly different effect on their personal life, slightly different effect on their career aspirations, and we have got to really look after people and give them all the consideration they deserve."

The Admiral's second priority is to make sure senior staff are focusing on the problem areas.

Blunt overall statistics tend to conceal the fact that there are some "serious shortages" of categories, such as submariners and LOMs; planners need to continue coming up with the answers.

"We haven't got time to wait until the next generation of sailors joins – these are here-and-now issues, particularly for people in the shortage categories, and we've got to find solutions," said the Admiral, a Cambridge mathematics graduate whose commands

included nuclear submarines HMS Conqueror, frigate HMS Brilliant and carrier HMS Invincible.

"My third priority is Topmast – the system that has been introduced for ABs is part of Topmast, but isn't by any means the full story," he said.

"Topmast is a project that will be with us from now on, designing and implementing manning arrangements for the Navy and Royal Marines to put us in the right configuration for Type 45s, the future carriers and beyond."

Admiral Burnell-Nugent said the scheme had been given renewed impetus by the ordering of these ships, and that the "good work" that has been done with ABs should benefit all ranks and rates in the seagoing part of the Navy.

Topmast is intended to have a beneficial effect on the work-life balance both now and for future recruits, and the next issue will be adapting the mechanism for senior rates and officers.

Two more areas of interest are diversity and communications.

Admiral Burnell-Nugent said diversity is an old tradition in the Navy – "I'm sure if you asked the Commanding Officer of HMS Victory he would have told you about the diversity of the people on board a ship like his 200 years ago."

"Diversity is a hugely important area," he said, noting the the Navy continues to "move forward on a broad front, doing our level best to recruit people from as many and diverse as backgrounds as we possibly can."

Memories of queuing for a phone on a rainy jetty on return from a Cold War submarine patrol have made the Admiral a keen campaigner on the issue of keeping in touch.

"The whole business of communicating with families from sea has been a hobby horse of mine for a number of years, and we had fallen quite a long way behind people's expectation," he said.

"We have made a lot of progress through the NavyStar and Navy-Link system, but it is still patchy.

"The issue is that aspirations move ahead all the time. We will probably not be able to keep up

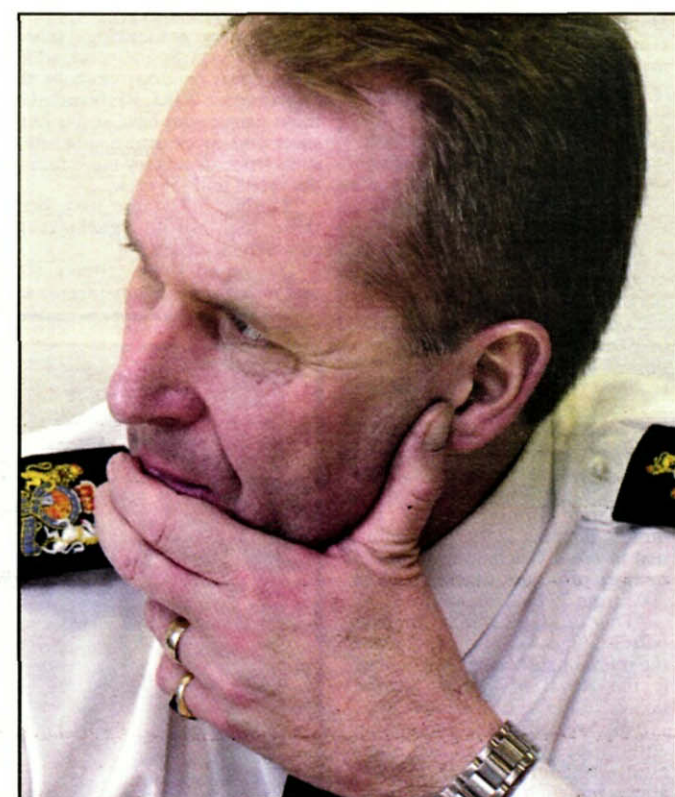
with the very latest technological wizardry, but we do need to keep moving on this topic, and make communications with families in particular, with friends and families as easy as it possibly can be."

On morale, the Admiral reiterated that there are a number of different groups, who are being pulled in different directions.

"Any generalisation about morale is extremely dangerous in those circumstances, and again it goes back to my point about treating people as an individual.

"Each individual's morale may or may not need addressing depending on how they feel about it, so I wouldn't presume to make any generalised comment about morale, because I think that is just sweeping any morale issue under the carpet. Morale has to be tackled at the individual level, and by looking at each individual's circumstances."

Admiral Burnell-Nugent said his predecessor had travelled widely as part of the job, and he would try to follow suit, while his Personnel Liaison Team will, as usual, visit some 7,000 people annually and cover every unit on an 18-month rota.



● New Command Warrant Officer Eddie Seaborne

One of the first decisions made by the new Second Sea Lord was to create the post Command Warrant Officer (CWO), taken up by WO Eddie Seaborne, who started his new job on the same day as his boss.

"How I see this job evolving is really as a two-way street," said Admiral Burnell-Nugent.

"The CWO will act as a sort of lightning conductor between ship's companies and RM other ranks and all the other men and women serving, wherever they are, ashore or afloat, back to me.

"At the moment he can do that as he is dual-hatted as a member of the 2SL Personnel Liaison Team, so he gets around establishments anyway, but the idea is that he also gets very closely alongside WO Baz Cook, the people pillar champion, and the Royal Marines counterpart, Corps RSM WO1 RSM George Forster.

"So the three of them, all very experienced warrant officers, will provide a very important mechanism to me.

"Coming the other way, where I hope the CWO will prove particularly useful, is when my staff here are working on projects such as Topmast, really important projects for the personnel policies and career structures for the future.

"Someone like Eddie Seaborne, with a huge amount of experience in the front line, and a lot of contemporaries and contacts out there, can act as something of a litmus paper for new ideas and tell me – give it to me straight: 'I'm sorry, sir, this scheme simply will not work', or such-and-such a scheme will work really well.

"He will be a really important sounding board as to the sort of thing that people are looking for in the future and whether they are likely to work or not.

Eddie (46), has more than 30 years' service, initially training in gunnery.

His ships include HM ships Hampshire, Plymouth, Juno, Manchester, Edinburgh, Nottingham, Southampton and Ark Royal.

He was awarded the MBE for his work with Naval Party 1042, serving with the United Nations in Cambodia in 1993.

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Ships of the Royal Navy No 568



Norfolk in firefight front line

THE FRIGATE HMS Norfolk is currently quiet alongside in her home port of Devonport, but that is because the Type 23's crew have been significantly involved in Operation Fresco, the Navy's support during the firefighters strike.

BATTLE HONOURS

Velez Malaga.....	1704
Atlantic.....	1941
Bismarck.....	1941
Arctic.....	1941-43
North Africa.....	1942
North Cape.....	1943
Norway.....	1945

Almost half of the ship's company were drafted for Fresco duties in September 2002, and deployed mainly to Buckinghamshire and Oxfordshire, with some two dozen helping out their colleagues in Devon and Cornwall.

The majority of the people are involved with breathing apparatus rescue teams (BART) or rescue equipment support teams (REST), but others are manning Green Goddesses or working in admin and support functions for the firefighting teams.

Recently another 40 of the Type 23's company have been drafted to firefighting duties in order to relieve personnel deploying for Middle East contingency operations, and the ship is now dormant in her Plymouth home.



● HMS Norfolk in Malta while on patrol in the Mediterranean

Prior to her firefighting duties, HMS Norfolk had been involved in NATO anti-terrorist shipping patrols in the eastern Mediterranean.

The ship returned home in July from her role in Operation Direct Endeavour within the Standing Naval Force Atlantic (SNFL).

HMS Norfolk was the first of the modern generation of Type 23 frigates, launched by Princess

Margaret in July 1987 and taking up the mantle of Naval service in November 1989.

The present HMS Norfolk is the sixth Naval vessel to bear the name. Her most recent predecessor was a County-class destroyer – the first Navy ship to be fitted with the Exocet missile – built in 1967 and later sold to Chile in 1982 and renamed Prat.

The fourth Norfolk was also a County-class, but this time a 9,925-ton cruiser built on the Clyde in 1928.

She distinguished herself during World War II, playing a significant role in the actions that resulted in

the sinking of the German Bismarck and Scharnhorst.

The two antecedents of these Norfolks were a cutter hired for Naval use from 1807-12, and a third rate built in 1757 and scrapped in 1774.

The original HMS Norfolk of 1693 was an 80-gun Ship of the Line which won her first Battle Honour at Velez Malaga against a Franco-Spanish Fleet in 1704.

Toward the end of her long life, she was renamed the Princess Amelia in 1755 and took on harbour service in 1777. Eventually she was transferred to the customs service in 1788.

Facts and figures

Class: Type 23 frigate
Pennant number: F230
Builder: Yarrow Shipbuilders Limited, Clyde
Launched: July 11, 1987
Accepted: November 24, 1989
Commissioned: June 1, 1990
Displacement: 4,000 tonnes
Length: 133 metres
Beam: 16 metres
Speed: 28 knots (max)
Range: 7,800 nautical miles at 15 knots
Complement: 177 (not including Flight)
Propulsion: Combined diesel-electric and gas: four 1.3mW Paxman Valenta diesels; two 1.5mW GEC Electric DC motors; two 12.75mW Rolls Royce Spey Gas Turbines; two GEC Double Reduction Gearboxes; two fixed pitch propellers
Weapons: 4.5in Mk8 Gun Mod 1; eight McDonnell Douglas Harpoon; Sea Skua missiles; vertical launch Seawolf; two 30mm BMARC cannon; four 6-barrel Seagat Chaff dispensers; magazine torpedo launch system with Stingray torpedoes and depth charges
Sensors: 996 Plessey surveillance radar; two 911 Marconi Seawolf trackers; BAE GPEOD; 2031E towed array sonar; 2050 bow sonar; UAT ESM system; and 1007 Kelvin Hughes and 1008 RACAL-DECCA navigational radars

AIRCRAFT OF THE ROYAL NAVY No 77



● Fairey Firefly Mk1 (FR1), PP547 of 814 Squadron, circa 1947

Picture: Fleet Air Arm Museum

Fairey Firefly Mks 1-3

FAIREY Firefly aircraft have a long history and numerous versions of the aeroplane appeared.

The Firefly used by the Fleet Air Arm during the latter part of World War II was the second generation of an earlier biplane aircraft with the same name developed in the 1920s.

The precursor to the Firefly was the Fairey Fulmar, but the Firefly outpaced her predecessor in speed, aerodynamics and firepower.

There were three distinctive groups in the type of Firefly, with the Mks 1, 4, and 7 proving the significant evolutionary points in the make-up of the plane. Even within the smaller groupings, the sequence of developments and naming is somewhat convoluted.

Within the first development period (Mks 1-3), the first to appear in serious production numbers in March 1943 was the observer-navigated day fighter, the F1, which was followed by the FR1 with a 'pod' under the engine holding the ASH radar for detecting ships and submarines.

The next version of the Firefly on the scene was part of the Mk2 series, a night-fighter variant called the NF2, with two small radomes mounted on the wings with the air-interception (AI) Mk10 radar installed.

But only 37 of the NF2 were built once it was found that a compact radar could be fitted beneath the centre section of the FR1 without structural changes. And so the NF1 was created but later in chronological sequence than the NF2.

The other versions of the Mk1 included the

F1 converted to FR1 standard with the addition of the ASH radar and named the F1A, the T1 dual-control trainer, and the TT1 target-towing gunnery training aircraft.

Joining the NF2 within the Mk2 generation was the T2 dual-control fighter-trainer. The Mk3 was a prototype that did not go into production, an F1-conversion powered by a Griffon 61 engine. And finally the T3 was another training version of the craft.

To hark back to the earliest F1 variant, power was provided by a 1,730hp Rolls-Royce Griffon IIB 12-cylinder liquid-cooled engine and later the 1,990hp Griffon XII.

The design was an advance on the Fulmar with fully-retractable Fairey-Youngman flaps that meant the Firefly had the necessary low-speed handling properties for carrier-borne work. Firepower was provided by four 20mm guns fixed in the wings, but there was the potential to carry eight 60lb rocket-projectiles or two 1,000lb bombs beneath the wings.

The two-seater fighter-reconnaissance Firefly had a maximum speed of 316mph at 14,000ft, 40mph faster than the earlier Fulmar's top speed. It operated with a service ceiling of 28,000ft and a maximum range of 1,300 miles.

The aircraft was 37ft 7in in length with a wingspan of 44ft 6in that could be folded down to 13ft 6in, a manual process with hydraulic locking where the wings folded upwards from the centre on rear-spar hinges then back to lie along the fuselage.

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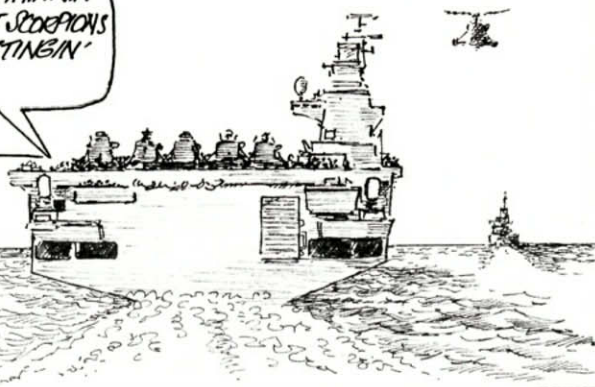
Letters

JACK

BY TUGS

YOU WORRIED ABOUT GOIN' TO THE GULF?

YEH! I'M DEAD WORRIED! THINKIN' ABOUT ALL THEM DESERT SCORPIONS WHO MIGHT DIE FROM STINGIN' BOOTNECKS....



Ice cold fury

I AM somewhat dismayed at your caption that accompanied the photo on the back page of February's *Navy News*: "One of HMS Endurance's pair of Lynx helicopters hovers under a spectacular ice arch in the Southern Ocean".

Do you really think that it would be safe to hover a helicopter under the ice arch of an iceberg?

The answer is clearly no. I am a regular reader of *Navy News* and am well aware that you are a paper that reports on the Navy rather than for the Navy, however I am offended by your suggestion that I would be so unprofessional as to endanger my aircraft and crew's lives by conducting such a 'cowboy' stunt.

I would request you print an apology for suggesting that I would hover under an ice arch, as this would clearly be a very dangerous thing to do. — Lt Cdr Chris Yelland, HMS Endurance

Sorry — will this do? — Ed

Breaker of noses

REGARDING C. Taylor's monster wave (January issue), we were crossing the Atlantic in early 1945 in SS Pasteur, having lunch (pork chops, I believe) when the ship suddenly checked.

We had been hit by a wave which was estimated by the Master to have been 80ft from trough to crest. It crashed over the upper bridge, smashing the screens and submerging the First Officer.

With a broken nose, he was the only casualty, although wheelhouse windows were broken and there was a certain amount of flooding. — Mrs Calmady-Hamlyn (ex-WRNS Cypher Officer), Bridestowe, Devon

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. Email correspondents are also requested to provide this information.

Warrant rank 'most crass decision ever'

I READ with great interest the (outgoing) Second Sea Lord's proclamation of a Warrant Officer 2nd Class in 2004 (January issue).

The introduction of the Warrant Rank of Fleet Chief actually took place nearer to 30 years ago and was a demotion for every Chief 'Tiffy' in the RN.

No thought was given to the pay or pension rights except for an increase of a daily rate of pay which if my memory serves me right was less than 30p per day extra on the 1st Class Artificer rate.

It was the most crass decision ever made in this quest for a Warrant rank.

If a Warrant rank was needed at the time, more thought should have been given to the project — the other Services had a second class Warrant rank, why could that not have been introduced at the time along with the 1st Class?

The outcome was to cause deep dissatisfaction at the time and many left on their 12 year engagement. Some have since made very successful careers in the oil and gas industry. Those that remained had no incentive to sit the Charge Chief Examination Board and subsequent confirmation course exams.

For a few pence a day and no pension increase (I know this to my cost at the end of every month on my pension payment) plus extra hassle it just wasn't worth it.

I did sit for the Chief Tiffy rate and when rated to what I thought

was to be Chief ERA it came across the Captain S/M's table a somewhat of a mouthful 'Chief Marine Engineering Artificer (Propulsion)'.

It slowly dawned on me and others that someone up there in MOD didn't like us lot — first they did away with the Tiffies' Mess, then they had a go at his well-used title and then, to cap it all, demoted us.

Let's hope that this great injustice is corrected as soon as possible, getting the pay levels opened up to all and sorting out the pension remuneration. — J. Taylor, Norwich.

BY CREATING this (one branch) only rate the RN is opening the divide wider than it's ever been, creating more animosity, not less.

The CCPO is the senior chief within the engineering branch and is recognised so within and outside their branches. If the fate of the CCPO has poor standing then it is down to the individual, not the rate.

There are many excellent CCPOs who deserve their rate the same as there are good chiefs in other branches, so there is no need for the creation of a substantive rate of WOII.

Why should a tech rate be required to be more senior to a

non tech rate and have authority over that person?

By doing so you are making the tech branch WOII the only person onboard most RN ships who can hold the position of Mess President, therefore taking away any opportunity for a CPO non tech to gain that experience.

Also you are reducing the status of all other branches in the RN, therefore creating a two-tier Navy.

The artificer already enjoys greater pay differences over the non-tech rate, as not only do they get artificer pay but also they are in the higher pay banding and the CCPO gets even more over the non-tech CPO.

Also a qualified CCPO can achieve level 9 pay the same as any CPO. Having served myself for more than 30 years and been a CPO for 12 of those, the only promotion for myself and others within our branch is WO, and as this is almost dead man's shoes (there are so few required) this move would be a kick in the teeth for all non-tech CPOs who have dedicated their lives to the RN.

If there is to be the WOII rate, then it should be allowed across the branches and differentiation can be achieved by pay banding the same as all other rates. — CPO(SEA) A. Jarvis

Bugler (16) killed in night action



A LADY in Sheffield had received a box of personal papers belonging to a great uncle of hers, Albert Hewett, who had died in India in 1947.

I received a phone call from her regarding one of the pieces, a photo of a shipmate of his, a Royal Marine bugler boy, Albert Edward Flory, who was killed in HMS Castor at the Battle of Jutland on May 31, 1916, aged just 16.

On the back of the photo was his mother's name, Margaret Flory, my grandmother. My contact in Sheffield had unearthed the family details via the web and decided it was time this young man "went home".

She was anxious to find out more about him as she felt her uncle must have regarded him as a close friend, having carried his photo for so long.

My grandfather Arthur Flory was himself a RMLI private who married in 1890. He was recalled when World War I broke out and his five eldest sons all followed their father into the Marines. Two of them were killed in action.

My father, George Thomas Flory, was at the Somme in 1916 and was wounded. He left the Marines in 1938 as a sergeant. Joining the RM Police (later the MOD Police) he served at Bedenham Depot during World War II and was still there when the big explosion occurred, just post war.

The RM Museum at Eastney has a collection of medals and photographs of the Flory family, who between them gave something like 150 years plus to the Service. — L. G. Flory, Wickham, Hants

The light cruiser HMS Castor was involved in two night engagements at Jutland, in the second of which she claimed to have sunk a German destroyer by gunfire at point-blank range. She herself was hit four times. One shell hit the disengaged side of the fore-bridge and "wiped out everybody in the way of signalmen, messengers etc who had gathered there, with the exception of one man," according to a personal account quoted in *The Fighting at Jutland* (Chatham £25), the personal experiences of 60 officers and men compiled shortly after the war by H. W. Fawcett and G. W. W. Hooper.

"This man had a miraculous escape, the four-inch shell bursting practically between his legs, but all the force of the explosion must have gone on in the direction in which the shell was travelling, for it blew a large hole in the deck of the bridge, and through this the man fell. He landed on another man who had been killed by that same shell, but he himself was practically unhurt." — Ed

Smiles of Slim Somerville

ADMIRAL Sir James 'Slim' Somerville had a great sense of humour. Here are two stories I recall about him.

The destroyer Firedrake, on convoy in the Mediterranean, received an Italian torpedo. She was so badly hit on the starboard side that the whole boiler room was exposed to the sea.

She limped back to Gib and tied up at the wall. Early next morning the Quartermaster noticed a skiff, pulled by an elderly gentleman dressed in dungarees and a white submarine sweater, float into the gaping hole.

The QM leaned over the side and yelled in strong naval terms: "Hey you! What the ****ing hell do you think you are ****ing well doing?"

"It's alright," said the oarsman, "I only wanted to be the first man to row a boat round a

destroyer's boiler room." It was Admiral Somerville. For a little solitude and time of reflection, Somerville loved to climb the Rock. On one occasion he passed a sentry from the Balck watch who failed to salute him.

The Admiral engaged this 'green' Highlander in conversation, asking him where he was from etc.

Then he said, taking off his cap with all its 'scrambled egg' and thrusting it toward him: "Now I know all about you, sentry, who do you think I am?"

By this time the wee fellow was becoming increasingly alarmed and apprehensive, and he replied: "Ah dinna ken who ye are, but I know ye're noo a sarn't major in the Black Watch."

This story became a classic. — G. H. Colley, Mildura, Victoria, Australia

●"If you don't want beer, come here just the same and have tea or lemonade — it leaves all the more beer for those who like it."

— Admiral Somerville opens a new RN canteen in Colombo, Ceylon, 1944



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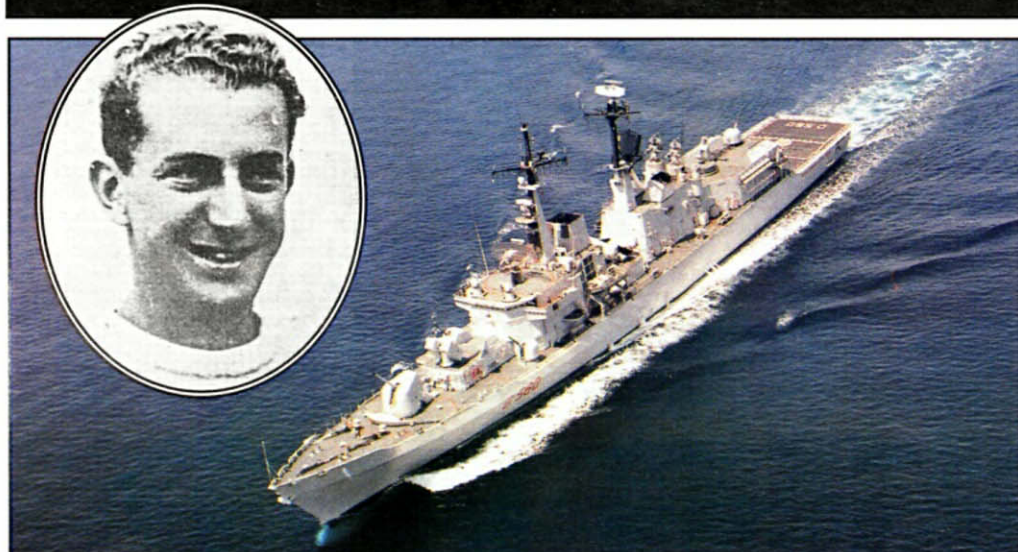
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EXCHANGE DUTY OF A GALLANT ITALIAN



● **FAMOUS NAME:** The Italian destroyer ITS Luigi Durand De La Penne and (inset) the frogman whose name she bears, who later received his country's highest award for valour

Rust buckets' record was unsurpassed

THERE has been a great deal written about Fleet destroyers, 'O' boats, Castle Class and Flower Class corvettes and others, but not much about the old V & W class destroyers, which I do not think can be surpassed by any of the others.

These old rust buckets, as some called them, were built between 1917 and 1920. A total of 67 were built and at that time they were the pride of the British Fleet. They were distinguished by their appearance, having one long (Woodbine) thin funnel just abaft the bridge and one short one amidships.

Some took part in World War I and their very first casualty occurred in 1918 when the Vengeful was mined in the North Sea. Others were involved in the Bolshevik campaign and two were sunk by the Russians while operating in that conflict.

During the peace years some were scrapped. Five were transferred to the Royal Australian Navy, others served on the China Station and other places in the Far East as well as in home waters and the Atlantic.

At the outbreak of World War II 48 were available and were the first to perform convoy escort duties.

During the war they served in every theatre, from the Far East to North Russia, the Atlantic and Mediterranean. Many soldiers

who were caught up at Dunkirk have sung their praises and many owe their lives to them for their sterling work. Four were lost during that operation.

Out of the 48, 16 were sunk. They accounted for 40 U-boats besides numbers of aircraft and other shipping.

Their complement in peace time was 100-115. During the war some had as many as 170. The living conditions were such that sanitary and washing facilities were to say the least antiquated, so much so that the Admiralty reintroduced 'hard lying' money for those who served in them.

Between them they escorted 72 Russian convoys. HMS Whitehall did 15 and HMS Westcott 13, which in those conditions (Westcott survived the storms of the notorious RA63) was to say the least remarkable and speaks volumes for the design and construction of those early days. — **C. W. Fairweather**, Chairman V&W Destroyer Association, Colchester

● **SURVIVOR:** HMS Westcott in the North Atlantic, 1940

Improved access

I HAVE recently been contacted by several of our members who have brought to my attention the proposal by the Committee of the Royal Sailors Home Club at Portsmouth to allow access to other Armed Forces.

As I understand it, this information is not generally known, and has been restricted to registered members only.

Our concern, basically, is that in order to book facilities for reunions etc, we normally make a provisional booking 12 months in advance. If the Club is made available to members of the other Armed Forces for their own reunions, I would hope that there would be some preference given to Royal Navy and Royal Marines associations. — **R. MacGregor**, Warrington, Cheshire (Friends of the Crane 1943-62).

The Home Club confirms that preference will be given to RN-based associations — **Ed**

I AM currently serving in the Italian destroyer ITS Luigi Durand De La Penne as an exchange Officer of the Watch.

I am trying to contact anyone who served in HMS Valiant when she was attacked at Alexandria on December 19, 1941, because my current ship was named after a Royal Italian Navy officer who on that date entered the harbour on a two-man torpedo and laid an explosive charge under her.

The resulting explosion caused significant damage to this capital ship and took her out of service for five months.

Serious casualties were avoided as De La Penne, who was captured after laying the charge and held on board, informed the Commanding Officer, Captain Morgan, before the charge was due to go off.

Thus the crew were allowed to get to the safety of the upper deck when the explosion occurred.

Interestingly, in 1944 De La Penne was repatriated from India and was reunited with Morgan, now Admiral commanding Taranto and the Adriatic. De La Penne fought for the Allies against the Italians loyal to Mussolini and in particular played a gallant part in the attack on La Spezia.

For this involvement, Admiral Morgan tried to get him a British decoration, but at the time no awards were being given to Italian Naval officers, as Britain was still officially at war with the Italian nation.

However in March 1945 Morgan hosted a visit by the

Crown Prince of Italy when De La Penne received the Gold Medal of Valour (equivalent to the VC).

After the citation was read and as De La Penne was stepping forward, the Crown Prince said to Morgan: "Come on Morgan, this is your show!"

Thus Morgan had the unique pleasure of presenting Italy's highest award for gallantry to the brave man who tried to sink his ship

three years and three months before. — **Lt J. A. Edmondson**, c/o UKNSU, AFSOUTH, BFPOS.

□ **John Mills** played the part of Admiral Morgan in the 1961 film version of the Alexandria human torpedo attack, *The Valiant*, based on the French writer Robert Mallet's hit play *L'Equipage au Complet* (see *ScreenScene*, Navy News August 2001).

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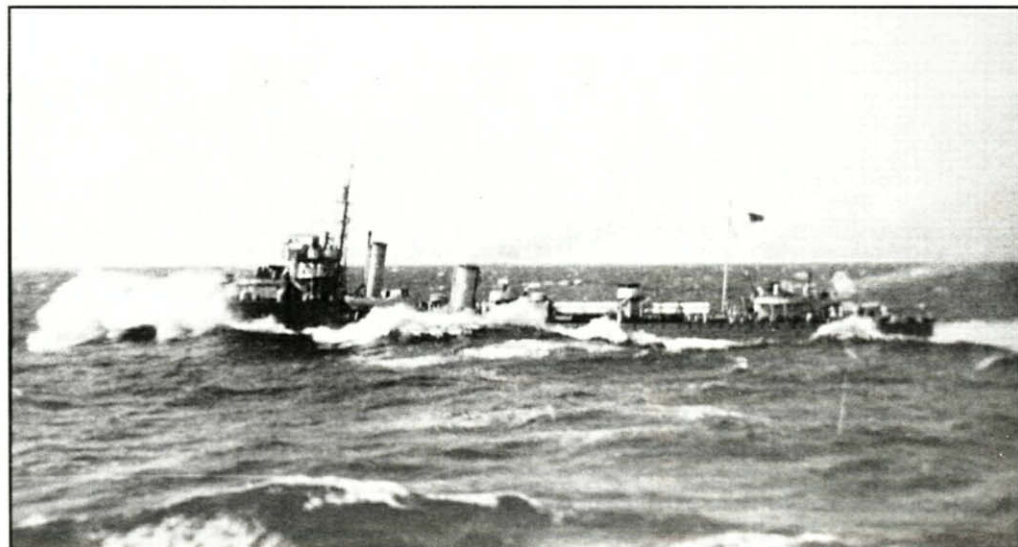
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Written quotations are available on request. All loans are subject to status and valuation approval by Bristol & West and must be secured on a property in England, Wales and Scotland. A suitable life assurance policy may be required. Applicants must be aged 18 or over. All figures are correct as at 31st January 2003.

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Helping Hands

Great Scotts

AT THE end of January, 33 people on ocean-surveying vessel HMS Scott raced the ship along her survey line in the Arabian Sea. This was a 24-hour cycle marathon for the Plymouth Child Development Centre that raised over £200.

With a survey speed of just 10-12 knots it's not surprising the cyclists were ahead of the ship!

● Cdr Derek Turner, CO of HMS Scott, completes the last leg of the 24-hour cycle ride



Help for stranded

THE MISSION to Seafarers in Dubai has helped the crew of six ships in United Arab Emirates ports after financial difficulties for their owners left them stranded.

The Mission has called in lawyers to try to retrieve the back-pay for three of the ships' crews that stands at over \$325,000. And all six ships' stranded seafarers are being kept supplied with essential food donated by the children of the Horizon School in Dubai.

Look at the lottery

TWENTY-FOUR per cent of the annual £1,231,000 income of the RN&RM Sports Lottery goes into the Sports Fund and another 24 per cent in grants to ships and establishments.

Prizes make up 32 per cent of the total, and only 2.1 per cent goes on running costs with the rest of the money split between the Sailors Fund, the Fleet Fund, the Fleet Recreation Fund and reserve projects.

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ROYAL SAILORS' HOME CLUB

NOTICE...NOTICE...NOTICE

The 139th Annual General Meeting of the Royal Sailors' Home Club, Queen Street, Portsmouth, will be held in the ballroom of the club on Tuesday 29th April 2003 at 10.30. Commanding officers are requested to allow committee representatives to attend. ALL MEMBERS WELCOME

Ex RN REPRESENTATIVE

Mr V Frewer is willing to continue in office. However, applications are invited from all ex-RN/RM members to serve on the Advisory Committee as the ex-Serving representative. Nominations with proposer and seconder, plus pen picture, to be forwarded to the Administration Manager at the Club before 18th April 2003.

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Argyll bids to bump up cash

WHEN £5,500 was not enough, they set out to get that little bit more.

As HMS Argyll deployed in May last year for a six-month stint in the Gulf, the ship's company decided that the Argyll Ward of Derriford Hospital would be nominated as the ship's charity.

The Petty Officers' mess spear-headed the campaign by tackling sports clubs and companies for auction bids and raffle prizes.

The privilege of the use of the Commanding Officer Cdr John Kingwell's cabin for one night proved particularly tempting, with a group securing their night of luxury for £700.

PO(EW) Neil Parker explained: "We contacted the ward to see if there was any equipment they wanted and they said a heart-monitoring machine was top of their wish-list."

The cost of the bit of kit was £6,000, and the hospital was going to collect the outstanding £500.

But Leading Chef Jon Gardiner, whose daughter Gracie was born in the ward, then held a beard-growing competition to tally up the extra cash needed to make up a total of £6,200.

A cheque for this amount was presented to the ship's affiliated ward in the Plymouth hospital at the end of January.

● The Collingwood team on the Snowdonia Challenge



Wet-foot from Collingwood to Snowdonia

A TEAM from HMS Collingwood has taken part for the second time in the annual Snowdonia Challenge.

This tough endurance event raises money for people living with multiple sclerosis (MS).

The team of ten carried MS sufferer Mrs Angie Alexander in her wheelchair over a 15km distance, over hill and dale, through bogs and rivers.

The money raised goes to the MS Therapies Centre in Portsmouth along with a donation from the Collingwood Annual Field Gun Day to make a grand total of £1,402.

Severn makes garden grow

CREW members from HMS Severn are visiting Manor Infants School in Hampshire to create a garden for teaching purposes.

The twelve will be working with teachers to make an outdoor classroom, that can be planted with vegetables and plants by the children as part of their lessons.

The visit was set up between school and ship due to one already established relationship - WO Ben Christie is married to the school's headteacher Janet.

Ben said: "Part of the Navy's remit is to help the community - what better way than to show the youngsters that we are about more than just being at sea on ships by first hand experience."

Janet added: "We hope to be the ship's adopted school. The garden is part of the curriculum."

"Children who have never had a garden and live in flats will get a lot out of this."

News in brief

■ A DAY at the largest Naval Base in Europe proved a temptation for Andrew Dickinson.

The day was up for grabs at a charity auction in aid of the Chestnut Appeal at HMS Drake, and the consultant urologist secured his special day at Devonport with the winning bid.

Mr Dickinson and three friends were guests of Type 23 frigate HMS Norfolk and Trafalgar-class submarine HMS Tireless.

Their special day also featured a tour of the heritage area in the South Yard of the Plymouth base.

The Chestnut Appeal has set out to garner £1 million to develop diagnostic and treatment facilities for cancer patients at Derriford Hospital in Plymouth.

■ THE SENSORY Unit at the Friends of Torpoint Infant School has gained by £500 from instructors at Drake Division of HMS Raleigh.

PO Steward Leslie Rust said: "The equipment in the unit at the school is old and has not been replaced for some time."

"The money raised will go towards buying replacement equipment which will benefit the children. As always, it's a pleasure to be able to help the local community."

■ TWO of HMS St Albans ship's company have tackled a 10-mile tough terrain race in Dorset for the ship's affiliated charity, St Alban's Women's Refuge.

PO Caterer Andy Farrier and Leading Chef Sadie Brett ran the race in just under an hour and a half, and raised over £600 for their chosen good cause.

Andy, who had not run a mile a year ago, said: "I was a bit concerned driving there, we went up some right steep hills."

"But we were all right on the course. All our training paid off."

The two are now planning for their next half-marathon, with ambitions for the big London Marathon in 2004.

■ ARE you ready to take on the Gurkhas? The Trailwalker challenge was originally started by Gurkha soldiers in Hong Kong 20 years ago and arrived on the south coast in the past five years.

The challenge is to get a team of four across 100km of the South Downs in less than 30 hours and raise at least £1,000 between you to help overcome poverty.

Last year the event raised £123,000 for Oxfam and the Gurkha Welfare Trust, and this year the challenge is planned for July 26-27 but the time is right to apply now. To find out more, call 0870 101 1045.



● PO Shader rows to Sydney

■ SUBMARINE HMS Turbulent's marine engineering department have been throwing themselves into collecting cash.

The group have taken on an extended rowathon, tackling the distance of their home port Plymouth to Sydney in Australia.

So far they have racked up 10,500km of the 15,000km distance and the money raised is destined to go to charities in the southwest and the boat's affiliated town Warrington.

Hunter-killer Trafalgar-class HMS Turbulent has been deployed since June last year.

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Monument goes from Greenwich grounds

THE MONTH of February saw the move of the Royal Naval Division monument from the grounds of the Royal Naval College Greenwich in readiness for its return to its original home of the old Admiralty Building.

After a period of refurbishment and restoration, the monument will return to the balustrade of the old Admiralty Building on Horse Guards Parade in late summer ready for a re-dedication by the Prince of Wales in November.

The money needed for the restoration amounted to £200,000,

and funds are still coming in from public subscription and private donation.

Capt Christopher Page, vice-chairman of the campaign, said they had tried to contact the descendants of those involved in the Royal Naval Division: "They have been fantastically generous, as have their regimental units."

Anyone wishing to support the return should write to: RND Memorial Appeal, c/o The Royal Marines Corps Secretary, HMS Excellent, Whale Island, Portsmouth PO2 8ER.

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HOWTO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

PLEASE NOTE... you must be over 18 to advertise in this column

Name: Age:

Address:

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MANCHESTER LASS, 38. Seeks genuine guy for fun & friendship. **Box Mar 1**

SINGLE CHICK (31) is bored of receiving junk mail and is seeking Sailor/Marine 28-35 to send her fun mail! **Box Mar 2**

ATTRACTIVE SINGLE MUM, nurse, 24. Seeks good looking, caring serviceman for friendship/relationship. Photo please. **Box Mar 3**

GENTS OVER 50 - longhaired lady wants to meet you. Young 53, seeking someone to share life. **Box Mar 4**

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CATHERINE: WHO WANTS to help me prove life begins at 40? **Box Mar 7**

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INDEPENDENT, GREGARIOUS curvy female, 44 yrs. Seeking mature Serviceman for romance, adventure and commitment. **Box Mar 9**

SINGLE MUM, 42. Seeks male pen-friends 35 upwards, GSOH. **Box Mar 10**

MIDDLE AGED, SINGLE, lonely, fun loving attractive lady. Please write. **Box Mar 11**

INTELLIGENT BLONDE, country loving female. Seeks kind male for friendship. **Box Mar 12**

SINGLE LADY, medium build, loves cats. Seeks single sailor penfriends. **Box Mar 13**

FEMALE, 35. Seeks penpals. Does 3 sports, 2 jobs. Loves pubbing, clubbing & watching Cricket. **Box Mar 14**

PRETTY SECRETARY, 45, slim, dark, GSOH. Seeks nice guy 38+. **Box Mar 15**

FUN LOVING ANGEL. Seeks nautical but nice Devil for friendship and romance. Bubbly, blonde, NS, GSOH, 50's. Genuine replies only. **Box Mar 16**

FEMALE 24. Seeks Sailor for friendship/penpals with GSOH. **Box Mar 17**

DIVORCED MUM, 41. Wishes to meet/write genuine gentleman. **Box Mar 18**

CARL 21. FIT, good looking, great personality. Seeks girlfriend. **Box Mar 19**

SINGLE MOTHER 38. Enjoys walking, countryside, animals. Seeks honest, genuine penfriend with Naval/Marine gentleman. **Box Mar 20**

PLYMOUTH LADY 50. Into countryside, animals, natural healing. Seeks male companion for future rural life. **Box Mar 21**

SINGLE MUM 29 with GSOH. Seeks kind, caring male, (GSOH2). **Box Mar 22**

LADY 36, ATTRACTIVE, slim, nice. Seeks tall Sailor/Marine. Genuine. **Box Mar 23**

PROFESSIONAL MALE. Seeks penfriend, age 32-45, South West Region. **Box Mar 24**

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ATTENTION. Forces Penpals UK is offering, for 1 month only, free registration to all service personnel, so if you're a bit home sick why not let us find you your ideal penpal for free. Call 01274 814242(UK) Or visit www.forcespenpals.co.uk for application form.

NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subjected to copy approval. Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

Please note: We can take no responsibility for the nature or source of the replies received.

You must be over 18 to advertise in this column.

● HMS Scimitar on patrol in Gibraltar. (Right): Lady Durie, the two ships' sponsor, chats to sailors in the Gibraltar Squadron

Pictures: Cpl Martin Sadler RAF



FAST Patrol Vessels Greyfox and Greywolf have been commissioned as HMS Scimitar and Sabre in a double ceremony in Gibraltar at the end of January.

The two vessels will form part of the Gibraltar Squadron, patrolling the waters of the Mediterranean.

Lady Durie, wife of the Hon Sir David Durie, the Governor of Gibraltar and Commander-in-Chief, was guest of honour as sponsor of the two ships.

The 24-ton vessels are 16 metres in length with a maximum speed of 30 knots, and armed with two stern-mounted general purpose machine guns.

'Deserved' pay boost for Navy

IT'S GOOD news for submariners with this year's pay award announcement from the Armed Forces Pay Review Body (AFPRB) that features an above-inflation rise for everyone in the Navy.

Across the board, there has been an overall basic pay increase of 3.2 per cent, with an additional 0.5 per cent increase on top for Able Rates in Lower Range 1 of the pay scale.

Retention incentives have been particularly good for those in the submarine service with a £25,000 bonus for certain personnel.

In addition, a £5,000 'Golden Hello' has been introduced for all submarine-qualified personnel who achieve Operation Performance Standard for a four-year return of service.

It is predicted that the additional costs to the Defence Budget of the pay boost will be £266 million.

Commenting on the award, Defence Secretary Geoff Hoon said: "This pay increase is thoroughly deserved."

"We ask a lot of our Armed Forces, and they never fail to deliver, however challenging the circumstances."

Anomalies that remain from the introduction of Pay 2000 will be addressed, with adjustments for Leading Hands in Pay Range 2 (Lower and Higher), Petty

Officers in Pay Range 3 (Lower) and Chief Petty Officers in Pay Range 4 (Lower).

The qualifying period for Longer Separated Service Allowance (LSSA) will be shortened from 18 to 12 months with effect from March 1 this year with an increase of 5 per cent in daily rates and an extra £250 to make accumulated turbulence bonuses up to £1,250.

The increase in these turbulence amounts will be carried into the Longer Service at Sea Bonus (LSSB) along with a 3.2 per cent boon for the lower and middle rates, and 11 per cent to the higher daily rate after ten years sea service in a qualifying unit.

Food charges for both single and married personnel will remain at their present levels.

Changes will be seen in the April 2003 pay statements, and full details of the pay award can be found on Naval intranet sites or through UPOs.

A new look at Nelson

'RE-DISCOVERING Nelson' will be the theme of a talk by Colin White, Director of the Nelson 200 celebrations, at the Royal Naval Museum in Portsmouth on Saturday, March 29.

This lecture will take a look at the increasing public interest as the bicentenary of Nelson's death approaches, and examines some of the previously unpublished letters and papers that are challenging traditional stories and understanding of Vice Admiral Nelson.

Colin White is a renowned expert on Nelson and Deputy Director of the Royal Naval Museum at Portsmouth, although currently seconded to the National Maritime Museum at Greenwich in the lead-up to the bicentenary celebrations.

Tickets for the event are free but limited, and do need to be booked in advance for the popular subject. Contact the Royal Naval Museum in Portsmouth on 023 9272 7583 or visit their website on www.royalnavalmuseum.org.

Raid on Harwich

A NEW bond has been forged between the east-coast town of Harwich and the Royal Navy when P2000 HMS Raider visited.

The Navy has long been at the heart of Harwich, with historic links established between the HMS Ganges boys at nearby Shotley and the local town.

This was further strengthened when the sailors from the Navy's training establishment helped rescue people trapped by the disastrous east-coast flooding 50 years ago.

With the decommissioning of their previous affiliate HMS Orwell, the civic authorities were keen to establish a new relationship with the Royal Navy.

HMS Raider, the University Royal Naval Unit (URNU) ship for the eastern part of England, stepped in to the breach to keep the links alive.

The little ship's first affiliated visit was timed for the end of January to coincide with the town's

memorial events to mark the flooding.

During their three-day visit to the town, Raider hosted a party of civic VIPs including the Mayor, Councillor David McLeod, for a cocktail party and a trip up the River Orwell.

Commanding Officer, Lt Ben Dickens said: "They enjoyed themselves thoroughly. They obviously relished the opportunity to be on their ship."

The ship open-to-visitors attracted over 120 people, queuing to see around one of the Navy's smallest ships.

Lt Dickens said: "It was good to see so much interest from the people of Harwich. They were genuinely interested in what Raider was and the job she does."

The Sunday of the weekend visit saw the five RN crew and 15 URNU students represent the Navy at the town's church service to remember the flooding and its victims.



● Members of 820 Naval Air Squadron look on as Lt Gavin Johnston, on his 30th birthday, cuts the joint birthday cake

Squadron marks double birthday

A NAVY helicopter squadron celebrated a double 30th birthday just before it left for exercises in the Mediterranean.

820 Naval Air Squadron, based at RN air station Culdrose in Cornwall, held a celebration to commemorate the arrival, 30 years ago, of the squadron's first Sea King helicopters, the HAS1 version.

The oldest Sea King still serving with the squadron is No XV674, known to its friends as Dolphin 15, which was built in 1969 and has flown more than 11,000 hours.

The airframe has been in service all over the world in a number of the Navy's front-line squadrons.

But the old workhorse was

not the only focus of attention, as one of the squadron's pilots - Lt Gavin Johnston - also celebrated his birthday on the same day.

820 Squadron was first formed in 1933 in Gosport as a Fleet reconnaissance and spotter squadron, equipped with Fairey IIIIFs.

820 is the last anti-submarine warfare squadron in the Royal Navy equipped with Sea King helicopters, which is now, in its various versions, the longest-serving front-line aircraft in the Service.

Aircraft from the squadron are currently embarked with aviation support ship RFA Argus in the Mediterranean, where they form part of the Amphibious Task Group 2003.



New directions on the Dart



HMS CROMER, the former Sandown Class single role minehunter, has been converted as a training ship for Britannia Royal Naval College Dartmouth.

The new 'Hindustan' was towed into the Dart last August, since when she has been modified for her new role by Vosper Thorneycroft and now rededicated in a special service conducted by the Rev Ken Bromage in the presence of the Mayor of Dartmouth, Cllr Dick Rendle.

Meanwhile the Commodore BRNC Cdre Tony Johnstone-Burt has signed an historic twinning agreement with his French counterpart at the Ecole Navale, Rear Admiral Jean-Marie Van Huffel (left).

The agreement formalises a reciprocal arrangement whereby Young Officers spend time in both establishments to enhance their training. Said Cdre Johnstone-Burt: "I hope this is the first of many similar agreements with naval training establishments worldwide."

Model RAS at HQ

WHEN HMS Wildfire's Lt Paul Trangmar joined BFPO Mill Hill for Full Time Reserve Service as Fleet Mail Officer, he inherited custody of the Naval Mail Section's fine model of HMS Lincoln replenishing from RFA Olna in the 1960s.

As the philatelic office is no longer open to the public, he arranged for it to be transferred to RFA HQ at Portsmouth, where he handed it over to Capt Bill Walworth.



St Albans back on course

TYPE 23 frigate HMS St Albans, damaged by a ferry in gales in the autumn, is well on course to resume her programme of trials and training.

The P&O ferry Pride of Portsmouth was approaching the Continental Ferry Port in Portsmouth early on the morning of October 27 when she slewed off course in winds gusting to 70mph.

She struck the frigate, which was berthed alongside, buckling the 30mm gun deck, bridge wing, boat and cradle, weapon direction platform, lifeboat sponson and SCOT platform on the port side, and the hull on the starboard side where she was forced against the jetty.

The ship had only been in the Fleet a year and has yet to undertake her first operational deployment. She had a duty watch of 37 on board at the time, but no one was injured.

The 33,336-tonne ferry, carrying 850 passengers and a crew of 130, suffered only superficial damage and sailed back to France later the same day.

BAE Systems at Scotstoun were subcontracted to build new bridge wings and sponsons which were delivered to Portsmouth by road.

Meanwhile the ship entered dock to repair damage to the starboard side and undocked - on schedule - a month later. A bespoke trials package was put together, tailor-made to cover all the systems affected by the incident.

By Christmas the new bridge wing, gun deck and other sponsons had been replaced by FSL at Portsmouth Naval Base. Shortly after, all the wiring and ship's fittings were replaced and set to work. St Albans went to sea on February 12 and successfully conducted a brief recovery and training period.

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People in the News

Holbrook Old Boys meet up for school reunion



IN AN UNUSUAL coincidence, six of the current Heads of Department in the Maritime Warfare School are old boys from the Royal Hospital School, Holbrook.

The photograph shows from left to right: Cdr Ian Annett, Commander Future Development; Rev Bernard Clarke, Senior Chaplain; Cdr Stuart Crozier, Director of Finance; Cdr Kevin Robertson, Commander Communications Training Group; Lt Cdr Simon Cole, Commander Warfare Skills Training; and Cdr Alan Burgess, Property Manager.



● Former US-Navy pilot and NASA astronaut Jeff Ashby on board the Space Shuttle Atlantis who visited Portsmouth Naval Base just days prior to his colleagues' loss
Picture: Courtesy of NASA

Shock of shuttle disaster

THE AFTERSHOCKS from the destruction of the Space Shuttle Columbia have impacted on Naval personnel around the world.

Those affected include people from within Portsmouth Naval Base who had recently welcomed visiting astronauts from NASA (National Aeronautics and Space Administration) and extended to a former Naval chaplain now based in Moscow.

At the request of the US ambassador to Russia and the invitation of Russian Foreign Minister Igor Ivanov, Canon Simon Stephens of St Andrew's Anglican Church in Moscow officiated at a memorial service for the Space Shuttle Columbia held in Mission Control in Star City at the edge of the Russian capital.

Both Russian and American astronauts attended the service, conducted by the former Naval chaplain who served from 1980-97 and his ships include HMS Ark Royal (1988-91) and HMS Endurance (1996-7).

Just ten days before the explosion, the crew from a previous space mission had visited the Royal Navy at Portsmouth at the instigation of their mission commander Jeff Ashby, formerly a Captain in the US Navy.

The presence of British-born crew member Piers Sellers in the team was enough excuse for Capt Ashby to press for the NASA tour to the UK, a long-held ambition of his own.

"I wanted to see HMS Victory," he admitted frankly, a chance that had never come up during his long Naval career as a pilot.

He explained that over half of the astronauts employed at NASA are on loan from the US military, and some, like Capt Ashby, on leaving the military service sign on again as NASA civil servants to continue their passion for space exploration.

As well as a special tour around the Second Sea Lord's historic flagship, the six men and women of the NASA crew visited the Mary Rose and Warrior. In ultra-modern Action Stations, they gave a dynamic presentation to a group of excited school-children on their recent space mission STS-112.

Excitement turned to shock ten days later with the loss of the seven astronauts from mission STS-107.

Three of the seven were US Naval officers: mission specialists Capt David M. Brown and Cdr Laurel Blair Salton Clark; and pilot Cdr William C. McCool.

Acting Secretary of the US Navy, the Hon Susan M. Livingstone said: "The astronauts of the Space Shuttle Columbia represent the best in humanity. The courage, service and sacrifice of these explorers are an inspiration to us all. As we grieve for the loss of all aboard, the Navy mourns the loss of three of our family who flew aboard Columbia."

She added: "The men and women of the Navy and Marine Corps are with you."

■ For more information on the Space Shuttle missions, visit the NASA website at: www.spaceflight.nasa.gov.

CCF Naval cadets welcome back VC

EIGHT Naval cadets at Framlingham College played a role in the ceremonial return of the Flowerdew Victoria Cross in early February.

The cadets, along with fellows in the Army and RAF branches of the Combined Cadet Force (CCF), provided an Honour Guard at the ceremony and marched with weapons drill as part of the welcoming event for the return of the VC from Canada.

The cadets, aged 15 to 18, did their Services proud at the event after four weeks intensive drill instruction.

Sub Lt Dave Coyle CCF RNR said: "The cadets were brilliant. They really enjoyed themselves, and worked incredibly hard. At the end they all said how proud they felt to be a part of it."

Capt G.M. Flowerdew attended Framlingham College from 1894 to 1899. He was awarded the VC for his bravery in leading a charge of his squadron at the Battle of Moreuil Wood in March 1918 as a member of Lord Strathcona's Horse (Royal Canadians).

The medal was presented to the school by Capt Flowerdew's family, then loaned to the Strathcona Regimental Museum in Canada.

Lt Col Cade, Commanding Officer of Lord Strathcona's Horse, returned the medal in person and inspected the Guard of Honour.

Bishop drops in

THE Anglican Bishop in Europe, the Right Reverend Geoffrey Rowell, met with British military personnel including Lt Cdr Mike Robb of the Royal Navy, serving at NATO's Regional Headquarters Allied Forces Southern Europe in Naples, Southern Italy.

FOST's Sue wins efficiency prize

A FLEXIBLE approach to her job has won LWWR Sue Rutland a Herbert Lott efficiency prize for her hard work as part of Flag Officer Sea Training's (FOST) organisation.

Sue filled a number of posts from being Personal Assistant to the Deputy FOST, Legal Assistant to Training Support and working in the Travel and Facilities cell.

In her duties she has re-organised, cleared backlogs of paperwork, collated budget data and resolved complex travel requirements.

The citation reads: "Rutland's dedication and commitment have been exemplary."



● LMSA Steve Stewart

Academic reward for Steve's hard work

PROUD possessor of a Higher National Diploma in Health and Care, LMSA Steve Stewart of MDHU Derriford, Stonehouse ward, has worked long and hard in his spare time for the certificate from the University of Plymouth.

TV Ant & Dec take on the PTI challenge

A TEAM was formed at 48 hours notice from members of the Royal Navy's Physical Training branch to perform live on the 'Ant & Dec Saturday Night Takeaway' show.

The eight-strong team, under the direction of WOPT Brian Richardson, quickly learnt a routine using two 10ft long wooden logs.

The two hosts of the show were completely unaware of what was in store for them, but performed admirably with the display team, successfully completing the physically demanding routine.

The team consisted of: WO Richardson, POs Gray, and Breed, LPTs Gay, Wilson, and Matthews, LWPTs Blake and Whittle.

■ See photo page 38.

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RENAULT

"The Bletchley SHARK in the Atlantic"

17-18 May 2003

This event commemorates Bletchley Park's contribution to winning the Battle of the Atlantic and will have an overall naval theme.

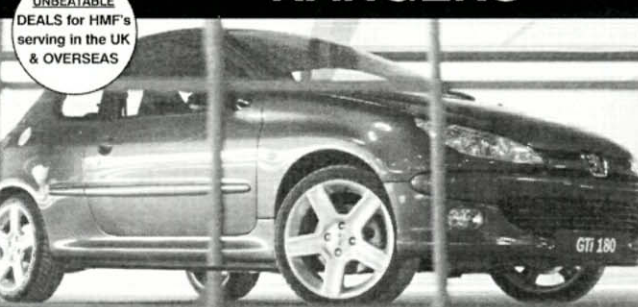
- Special displays on the Battle of the Atlantic, the success of Cape Matapan, the fascinating story of HMS Petard and other relevant successes to which Bletchley Park has contributed
- Sea Cadets will be marching and roping on site (tbc)
- A unique display of model boats (tbc)
- Re-enactors prominent on site
- The Enigma cinema will be showing footage on the Battle of the Atlantic
- A Battle of Britain Memorial Flypast has been applied for

Further information will be available in the near future.

For further information please contact

Christina Cordes on 01908 63 11 37 or at ccordes@bletchleypark.org.uk

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RALEIGH'S Passing Out Parade brought together nephew OM Ben Wilkins and uncle RPO Gary Hall. Proud mother and sister Sharon Wilkins said: "I'm so proud of them both and want to share their success with your readers."

People in the News



Female force shines in show

THREE generations of women with Naval background or aspirations came together at a new exhibition at the Royal Navy Submarine Museum in Gosport.

Designed by Keeper of Photographics and former Wren Debbie Corner, the exhibition is titled *Free a man for sea - from domestic to destroyer. WRNS, rationing and role-reversal*.

It charts the contribution of the Women's Royal Naval Service (WRNS) from World War I to the women of the Royal Navy in the present day.

Photos cover a range of subjects, and are augmented by newspaper cuttings and posters that tell the tales of the era's public perception.

The exhibition was opened by Audrey Roche, nee Coningham, whose photo features in the show.

She was a World War II WRNS officer who not only survived the sinking of the submarine depot ship HMS Medway by U-boat, but also saved the life of a submariner in the process, for which she was awarded a Mention in Despatches.

"I happened to be in the sea wearing a life-jacket when we passed a Petty Officer holding up a chap who was very nearly on his last legs," said Mrs Roche.

"I was just swimming along, so I took my lifebelt off and gave it to him, then I swam to one of the other destroyers nearby."

Seventeen-year-old Rachael Walker travelled down to the exhibition from Nottingham. Rachael confessed herself fascinated with submarines and plans to join the Navy on finishing college.

"I'm keen to be the first woman submarine officer," said Rachael.

Debbie Corner, exhibition designer, said: "Having thoroughly researched the history of the WRNS for this exhibition, I feel even more proud of my time in the Service."

■ The opening day of the exhibition saw the launch of a new book, *WRNS in camera* compiled by Lesley Thomas and the late Dr Chris Howard Bailey of the Royal Naval Museum.

The book draws on the images taken by Lee Miller who was the staff photographer for Vogue magazine. She produced a book showing the many activities of WRNS during World War II.

Bletchley plans for Battle of Atlantic

AN EVENT is planned for May 17-18 to commemorate the role that the men and women of Bletchley Park played in winning the World War II Battle of the Atlantic.

Bletchley's *SHARK* in the Atlantic is a weekend that will explain and celebrate the code-breakers' immense achievements in Naval intelligence.

SHARK was the name given to the cipher created in February 1942 with the introduction of a fourth rotor to the Enigma machine. It was not until December that year that the code was broken with the recovery of codebooks from a U-boat attacked by HMS Petard.

The people at Bletchley Park, also known as Station X, received the codebooks and helped dramatically reduce the Allied convoy losses in the Battle of the Atlantic.

The weekend has a number of special attractions exclusively scheduled. Inside the mansion will be found displays on the Battle of the Atlantic, the success of Cape Matapan, the fascinating story of HMS Petard and other Naval successes to which Bletchley Park contributed.

The local Royal Naval Association will be on site with a display of unique artefacts, and Sea Cadets will be showing off their skills as part of the weekend.

Lectures are planned on the establishment's contribution to winning the Battle of the Atlantic, and the Enigma Cinema will be showing footage of the Battle.

The weekend will be brought to life by re-enactors dressed in authentic 1940s uniforms, and there is the possibility of an overhead flypast.

For information, telephone 01908 631137 or visit the website at: www.bletchleypark.org.uk.

History repeats

FIFTY years ago HMS Cumberland visited Lisbon as her last port of call before heading home to Plymouth carrying LSea A. McMillan in her crew.

February this year saw HMS Cumberland visit Lisbon as her final port before her home run to Plymouth carrying plain Mr A. McMillan as a guest.

Mr McMillan said: "Thank you, Cumberland, for making history repeat it all again."



Captain H says his goodbyes

DEVONPORT has said farewell to its senior Hydrographer with the retirement of Capt Mike Barritt after 34 years service.

As Captain Hydrography and Meteorology - or simply Captain H - Capt Barritt was in overall charge of the Royal Navy's survey vessels, based at Plymouth.

He also held the title of Hydrographer of the Royal Navy, and his duties included advising the Navy Board and assisting the Chief Executive of the UK Hydrographic Office on matters of hydrography - the science of surveying the seas and determining locations of reference points, depths of water and so on.

Capt Barritt joined the Royal Navy in 1969, aiming to become a Warfare Officer in the Submarine Service, but was won over by the

Hydrographic branch when he was appointed to HMS Hydra in 1972.

During his career, Capt Barritt has been in charge of more than 20 major sea-bed surveys, mainly in Atlantic and UK coastal waters, and has taken part in many more.

Among the more unusual finds on his surveys have been the wreck of a Victorian Trinity House light vessel in the North Sea, and the wrecks of German submarines scuttled during World War II.

Capt Barritt said: "Wherever you work with surveys it feels like exploration. This final appointment has been a splendid culmination to my career, both to command the squadron and also take on the mantle of Hydrographer of the Navy."

Capt Barritt has been succeeded by Capt David Lye.

● OM(MW) 'Tab' Hunter receives his Good Show Award from CO Lt Cdr Al Cummings

Pat on the back for Walney's Hunter

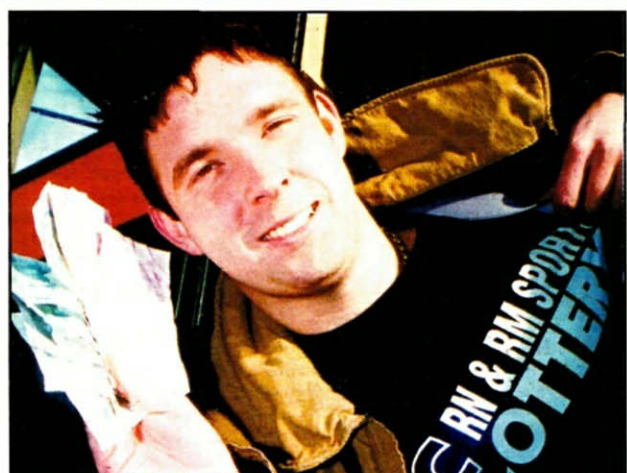
A SPECIAL award was given to OM(MW) 'Tab' Hunter for his great contribution to HMS Walney's successful Baltic deployment.

The mine counter-measures vessel (MCMV) has spent the last four months as part of NATO's MCM Force North operating in the Baltic.

The ship's company are currently back out on operations with the other Scandinavian and European members of the Force after managing to get home for Christmas with their families.

During her four months away, Walney took part in the successful exercise Open Spirit, clearing World War II mines from the busy shipping lanes in the Eastern Baltic.

OM(MW) 'Tab' Hunter was given a 'Good Show Award' for swiftly and successfully adapting to the acting Leading Hand rate. He helped the ship overcome manpower shortages during the deployment, demonstrating professionalism and determination to get the job done.



● Naval Airman Taff Allen celebrates his good fortune

Forget the strike - I'm in the money!

CURRENTLY detached to Tunbridge Wells in support of Operation Fresco, Naval Airman Taff Allen from Yeovilton Fire Station is celebrating his good fortune - he's just scooped £5,000 in the RN&RM Sports Lottery. He intends to invest most of his winnings.



CLLR Geraghty, the Lord Mayor of Kingston-upon-Hull and Lord High Admiral of the Humber, presents a replenishment at sea flag to HMS Iron Duke that displays the city's crest. See page 21.



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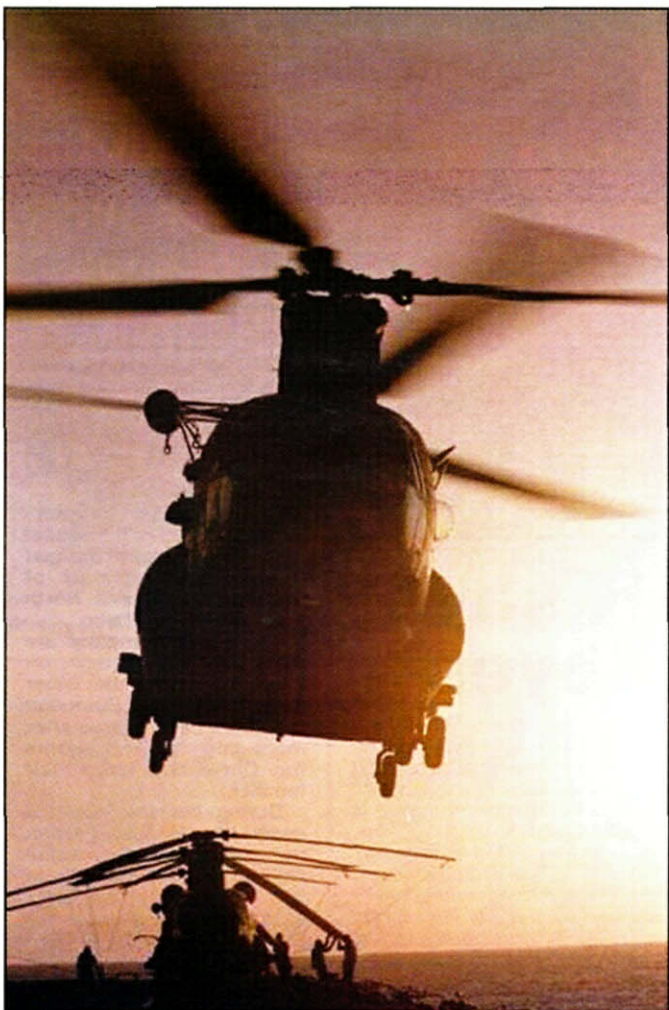
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Amphibious Task Group



● An RAF Chinook helicopter operating from the flight deck of HMS Ark Royal



● Security has been tight throughout the deployment for ships of the Amphibious Task Group



● When HMS Ark Royal deployed from Portsmouth in January, it turned out to be big news – Royal Navy public relations staff had to deal with what is believed to be a record number of journalists. No fewer than 125 reporters, photographers and cameramen squeezed into a facility staged on board the carrier, managed by the Directorate of Corporate Communications (Navy), Fleet Corporate Communications and press office staff from Portsmouth Naval Base.

Sailors still keep in touch

REPORTS in the press on the workings of the ships involved in the Amphibious Task Group have spoken of restrictions placed on mail, and of mobile phones being confiscated from members of ship's companies.

A Royal Navy spokeswoman said that there are no restrictions on mail – although there may be delays in pick-ups and deliveries because of operational restrictions on flying and movement of people and materials.

Similarly, emails take a lower priority than operational signals traffic, so again the full service may not be available depending on the circumstances of the ship and group.

In the case of mobile phones, a ship's commanding officer has the power to change the Mission Control State (MCON) to say which communications can be functioning at any time.

The commanding officer also has the power to order that mobile phones are not used – although often it is an academic point as the phones are beyond range of a signal.

"In fact, most commanding officers trust their people not to use the telephones if they are told not to for operational or security reasons, so there is no necessity to confiscate the phones," said the spokeswoman.



● A waterspout sweeps across the surface of the Mediterranean close to Type 42 destroyer HMS Edinburgh off Cyprus

Ships settle into training regime

HMS ARK Royal left Portsmouth as flagship of Naval Task Group 2003 (NTG 03) in the glare of publicity, amidst uncertainty as to her ultimate destination.

That uncertainty remains, but she is now at the head of the newly-titled Amphibious Task Group (ATG) which has been training hard in the Mediterranean for any eventuality – including possible operations in Iraq.

The first 13 ships of the group had formed up in the Eastern Mediterranean at the end of January under the command of Commodore Jamie Miller, Commander Amphibious Task Group, who was embarked in the flagship.

That group comprised Ark Royal and HMS Ocean as helicopter carriers, the Type 23 frigate HMS Marlborough, destroyers HM ships York, Edinburgh and Liverpool, supply ships RFA Fort Austin, RFA Fort Rosalie and RFA Fort Victoria, aviation ship RFA Argus – which can double as a primary casualty receiving station – and RFA landing ships Sir Tristram, Sir Galahad and Sir Percivale.

There are plans for the group to work with four mine countermeasures vessels already operating in the Middle East – HM ships Brocksby, Blyth, Sandown and Bangor, with staff embarked in RFA Sir Bedivere – and a further two which were being sent out from the UK, HM ships Grimsby and Ledbury.

The Task Group has been sup-

ported en route to the Gulf by RFA tankers Brambleleaf, Orangeleaf, Oakleaf and Grey Rover, while six chartered merchant ships are carrying essential bulk stores and supplies to the region.

These ships have retained their usual crews, but are supported by small Naval parties formed from both regular personnel and Reservists, who provide communications and ship protection support, helping them to integrate fully into the task group.

The fully-deployed Task Group has more than half the entire RFA fleet in support, and will also work closely with destroyer HMS Cardiff, Type 22 frigate HMS Chatham and the survey vessel HMS Roebuck, which were already operating in the region.

When 42 Commando, who had already deployed to the Gulf, are added to the list, this means a grand total of almost 8,000 Service personnel from the Royal Navy, Royal Marines, Army and RAF, are directly involved with the Task Group, spread across 32 ships, with 45 aircraft – making it the largest amphibious deployment since the Falklands campaign 21 years ago.

The passage from the UK to Cyprus allowed plenty of scope for training, both as a group and for individual ships.

To ensure standards were high, 70 'sea-riders' from Flag Officer

Sea Training embarked across the Group to provide expert advice in all warfare areas, as well as testing skills in nuclear, biological and chemical defence (NBCD) and other specialist training.

With 40 Commando Royal Marines embarked across the ships, the ATG gathered off Cyprus in late January to conduct amphibious training exercises, centred on the three-day Exercise Wader.

40 Cdo, supported by detachments of Royal Artillery, Royal Engineers and Royal Logistic Corps, and under the command of a deployed 3 Commando Brigade Headquarters on board the Ark, were put through their paces.

They worked with helicopters from seven different squadrons, including the five Chinooks of 18 Squadron RAF embarked in Ark Royal.

Exercise Wader saw ships being used to move large numbers of Royals and their equipment from the Task Group to landing beaches.

These newly-practised skills were given an airing in front of the world's media, who gathered to watch A Company of 40 Cdo conduct a tactical amphibious landing (see next page).

The Task Group then continued its passage eastwards, passing through the Suez Canal while continuing to train, and is now in the Middle East region, watching as political and diplomatic solutions are sought to the Iraq crisis and UN Security Resolution 1441.

Frigate is back after 250 days deployed

TYPE 22 frigate HMS Cumberland has returned to Devonport after a wide-ranging deployment which lasted 250 days.

The warship has been engaged in Operation Oracle, taking her into the Indian Ocean as far west as the coast of East Africa and into the Gulf region, and although not directly involved in the activities of the Amphibious Task Group, she has had an important role in the continuing campaign against international terrorism and enforcing United Nations sanctions against Iraq.

She has visited ten countries in the eight months she has been away, and members of her ship's company boarded 120 vessels – many of them in an intensive 20-day period when Cumberland successfully intercepted and diverted hundreds of tonnes of illegally-shipped oil.

She has also had a high-profile defence diplomacy role, with visits to Karachi, Kuwait, Bahrain and Jordan, though – as we reported in *Navy News* last month – on the debit side she also spent Christmas Day at sea.

Cumberland's Commanding Officer, Capt Mike Mansergh, said: "This has been a busy and demanding operational programme and Cumberland can be justifiably proud of her efforts in the War against Terrorism and the enforcement of UN sanctions against Iraq."

"The variety of tasks we have undertaken, combined with our diplomatic mission, bears testimony to the high level of training provided to our men and women."

"We now look forward to leave with family and friends who, as always, have given us constant support throughout the ship's time away – and what better day to return to Plymouth than Valentine's Day?"

Around 500 people gathered to greet the ship as she sailed into Devonport, while another 75 guests – family members and representatives of affiliated groups – joined the ship prior to her arrival. In her 250 days away, the frigate was in harbour for 68 days and actually at sea for 182 days.

She steamed almost 40,000 nautical miles during the arduous deployment – bringing her to within 22,000 miles of clocking up half a million since she was built.

And the ship's purser reckons the men and women on board got through 62,820 eggs, 31,680 sausages, 5,880 bananas, 25,800kg of potatoes, 13,690 litres of milk and 63,720 tea bags.

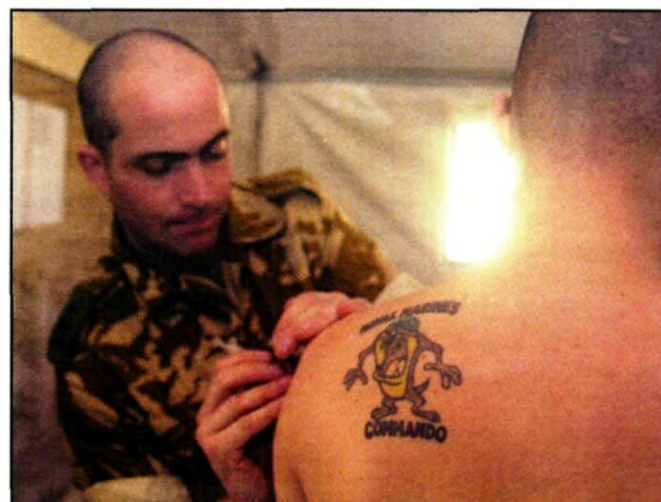
Cumberland has now been relieved on station by her sister frigate HMS Chatham.

■ **Family reunion – page 20**

Waiver claims are denied

WIDESPREAD reports that Service personnel have been required to sign a legal waiver if they refuse or accept vaccines in connection with Service requirements have been denied.

According to Ministry of Defence sources, personnel may be asked to confirm that they have had the necessary briefings before deciding on a vaccination, and units may, if required, maintain administrative records of who has had briefings, needs to be re-offered vaccines, or receive boosters – but none of these constitutes a legal waiver or disclaimer, and none supplant the MOD's responsibilities in respect of the health and safety of Service personnel.



● PO(MA) Kenny Donnelly RN issues a Royal Marine from 3 Commando Brigade with anthrax immunisation, in preparation for possible conflict in the Gulf

Picture: PO(PHOT) Tam McDonald

Amphibious Task Group



● HMS Ocean during Exercise Cyprus Wader, at Akrotiri Bay, operating with Chinooks from 27 Sqn RAF, deployed on HMS Ark Royal. 27 Sqn and HMS Ocean's Tailored Air Group (845 and 847 Naval Air Squadrons) have taken 40 Commando Royal Marines ashore. Also pictured is an LCV from 9 ASRM, carrying out landing of stores and personnel

Picture: LA(PHOT) Angie Pearce

Royals storm ashore on Cypriot beaches

MORE than 100 Royal Marines from 40 Commando based at Taunton stormed ashore during an amphibious raid in Cyprus which helped hone their skills – and demonstrated their capabilities to the watching media, writes Lucy Halsall of Media Operations, Cyprus.

Almost 40 TV, print and radio journalists gathered at a beach at RAF Akrotiri to see the wearers of the famous green beret in action, all jockeying for the best positions among the sand dunes while making futile attempts to keep attacking mosquitoes at bay.

They were not disappointed; Alpha Company put on a polished performance exuding calm confidence and readiness for whatever

might await them in the Gulf.

The raid was set against the dramatic backdrop of a sparkling Mediterranean Sea where the Amphibious Task Group was anchored, led by aircraft carrier HMS Ark Royal.

The action began with Royal Marines silently approaching the shore in five Rigid Raider Mk 1s.

On reaching the beach the commandos disembarked and the boats immediately went out again to collect more men.

Officer Commanding of Alpha Company, Major Justin Holt, explained: "The idea is to keep a very low profile – these are very quiet craft and we would normally do this at night."

"They approach the beach in waves, with about three minutes

separating each.

"As soon as they come in they move off in a tactical formation and push inland."

The final wave of men was brought inshore on the larger and noisier Landing Craft Vehicle Personnel (LCVP).

The entire slick operation took less than half an hour.

Alpha Company, which consists of 116 Royal Marines and attached service personnel, had spent 12 days of the previous fortnight sailing to Cyprus aboard Sir Percivale.

Among their numbers, as with each Company, were four American Marines, part of the Artillery Naval Gunfire Liaison Co-ordination Officers Team providing information and access to the American arsenal.

Maj Holt said: "It's like having

a golf bag – we can choose the things we need."

This means they have use of a wide range of weaponry, including individual weapons, small arms, mortars, anti-tank weapons, 105mm guns and armed helicopters and naval gunfire support.

Alpha Company was among almost 500 Royal Marines from 40 Commando that journeyed out to Cyprus on the fleet.

Another 200 had flown out earlier to sharpen their skills on the island's training areas and ranges.

Time at sea had been fully utilised with lectures on subjects such as first aid, threat recognition, identifying enemy vehicles and Nuclear Biological and Chemical drills.

There was also a lot of battle Physical Training on the flight deck.

During the small amounts of free time on board the commandos can read or watch DVDs.

One of the Company's first challenges on arriving at Cyprus was the freak weather the island was experiencing – hail, sleet, thunder and lightning, followed by a tornado and waterspout that narrowly missed the Task Group and made for a spectacular picture (see page 14).



● Royal Marines from 3 Commando Brigade patrol the perimeter of Camp Rhino in Kuwait. Picture: PO(PHOT) Tam McDonald

Brocklesby brings unique capability

ONE group of Royal Navy ships has been operating in the Middle East since the end of last year.

On Call Force 31 (OCF31) left the UK at the end of last summer, with Hunt-class mine countermeasures vessel (MCMV) HMS Brocklesby sailing from Faslane to meet the rest of the Force – Sandown-class minehunters Bangor, Blyth and Sandown and command ship RFA Sir Bedivere – off the South Coast, ready to sail for the Mediterranean as part of Exercise Argonaut 02.

The Force, with Commander MCM1 Cdr Charles Wilson and his staff, along with Forward Support Unit 01 embarked in RFA Sir Bedivere, took part in Exercise Destined Glory, and made a number of visits, including Oporto, Gibraltar, Civitavecchia and Cagliari.

After a support period in Crete the Force passed through the Suez Canal in November, entering the Gulf region later that same month.

Since then the Force has conducted a number of exercises with the American and various Gulf state navies and visited several Gulf ports.

Over the Christmas period Brocklesby's ship's company featured in regional television and radio programmes covering Scotland and the North of England.

As the only Hunt-class ship with the Force, Brocklesby brings a unique shallow-water minehunting capability, and is

able to deploy mechanical, magnetic and acoustic sweeps which complement the precise mine detection abilities of the Sandown-class ships.

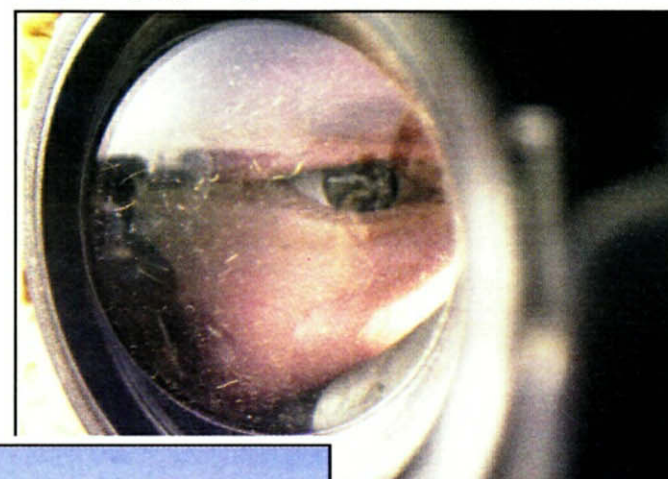
The ship's company of Brocklesby put on a good deal of hard work in preparation for this long deployment – and were rewarded when the ship was awarded the Fleet Minewarfare Analysis trophy in December.

The trophy itself was presented to the ship at the beginning of last month by the Captain Faslane Flotilla, Capt Pat Walker, while Brocklesby was on passage in the Gulf.

Among the other guests to visit the ship during her deployment have been Captain MFP Capt Nick Stanley, Commodore Portsmouth Flotilla Commodore Roger Ainsley, and Commander-in-Chief Fleet Admiral Sir Jonathon Band.

Brocklesby has been maintaining contact with affiliated civic groups – she has links with Rotherham, Isle of Bute, West Lindsey District Council in north-east Lincolnshire, and Belper in Derbyshire.

She is also engaging with the locals in her ports of call – her football squad lost their two-year unbeaten run when they lost 5-1 and 4-3 to a prominent Gulf rugby club XI, but gained revenge at the third attempt with a 1-0 win – celebrating with a Senior Rates mess dinner in the club restaurant.



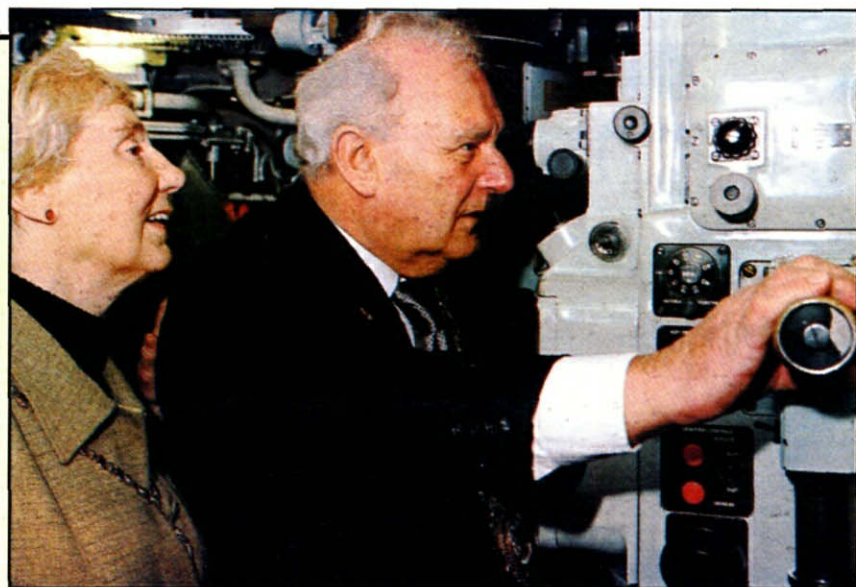
● Royal Marines from 3 Commando Brigade don S10 respirators during exercises. Troops use the 'buddy-buddy' system to ensure their Nuclear, Biological and Chemical Defence suits are properly adjusted. Pictures: PO(PHOT) Tam McDonald

See Navy News Online for regular updates from the ships, squadrons and people involved in the Amphibious Task Group



● Members of 40 Commando Royal Marines land on the beaches of Cyprus during the three-day Exercise Wader, carried out as the Amphibious Task Group passed through the Eastern Mediterranean. Picture: Cpl Will Craig





Sceptre back in business

MAYOR of Wigan Cllr Geoff Roberts – an ex-RN National Serviceman – and his wife Betty had lunch on board the town's affiliated submarine HMS Sceptre at Rosyth, where she has been helping to provide cover during the firefighters' strikes.

Sceptre is due to sail in mid-March for a period of sea trials following an extended period alongside after refit.

Members of her ship's company recently paraded with Wigan Sea Cadet unit TS Sceptre, which celebrates its 60th anniversary this year.

Marlborough puts up her Duke

FLYING his personal standard, HMS Marlborough embarked the Duke of Marlborough (inset) as she deployed from Portsmouth for Amphibious Task Group operations in the build up to possible conflict with Iraq.

While the Duke was on board the Type 23 frigate ran through emergency drills, finishing with live firings of close range weapons and the new 4.5in Mark 8 Mod 1 gun.

Impressed by the fact that "the ship and weapons incorporate so much modern technology", as he departed in the ship's Lynx helicopter His Grace spoke of a "rewarding and intensive 24 hours" and wished the ship's company well in the "worrying and difficult times" ahead.



Recalling Royal Arthur



DURING World War II Butlins holiday camp at Skegness was turned over to the Royal Navy for basic training.

Between September 25 1939 and December 31, 1946 250,000 RN and WRNS personnel passed through 'HMS Royal Arthur' – and when members of the HMS Royal Arthur Association hold their reunion there on May 8-11 they will unveil a memorial obelisk to their memory.

The project for the monument, designed by former Radio Electrical Artificer Ron Frost, has been funded by Butlins, to whom Association Chairman Rick Squibb has expressed his appreciation.

The unveiling, on May 9 at 2.30p.m., will be performed by Cdr Bob Holmes, Commanding Officer of the Command Training Department housed in the Royal Arthur building at the Royal Navy's Maritime Warfare School at HMS Collingwood, Fareham, Hants.

Any RN personnel, past or present, are welcome to attend. Contact Ron Frost on 01453 843723 for details.

Mounts Bay building block moves into key position

FIRST block of a massive new ship being built for the Royal Fleet Auxiliary by BAE Systems has moved onto the berth at the company's Govan shipyard.

The 950 tonne segment is Block 3 of the seven that will form the hull of RFA Mounts Bay when the 16,000 tonne Landing Ship Logistic is launched at the end of this year.

Her companion RFA Cardigan Bay is also in build at Govan and it is expected that at the peak of the workload the programme will sustain some 600 jobs on the Clyde.

The ships will provide logistical support to the Royal Navy's amphibious assault ships and will join two similar vessels, RFAs Largs Bay and Lyme Bay under construction by Swan Hunter on the Tyne.

● **PIECE BY PIECE:** First block of RFA Mounts Bay moves into position



Smokers drawn to Nelson for the day

IF IT'S time to ditch the nicotine stick, then make your way to Nelson Sickbay on National No Smoking Day, Wednesday, March 12.

The Sickbay is running an all-day walk-in clinic offering advice and medication for Service personnel who are keen to quit.

Dr Andrew Iddles, who is spearheading the campaign, is prepared to put his money where his mouth is: "I'm going to stop smoking that day – and I've smoked for 35 years. I think if I can stop, anyone can."

The clinic will run from 9am-3pm offering information, flyers and advice.

Dr Iddles will be on hand throughout the day to prescribe nicotine-replacement patches and get people started on a two-month programme of support with regular fortnightly meetings to help them through their smoking addiction.

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Calling Old Shipmates

Joe Collis joined at RN Barracks Portsmouth in August 1935 and served in Ajax, Acheron, Isle of Jersey, Repulse, RNB, Starnshaw Camp, Despatch, Armadillo and Perseus up until 1946. If anyone remembers Joe, contact him on 01367 240382 or email: jcollis@bigwig.net

HMS Euryalus, South Africa 1952-4: Seeking information on the whereabouts of Clifford Allan (LEM), who married a South African girl called Pat and had a son called Jackie. He stayed on in South Africa after the commission. Contact Ralph Gordon Harrison, 35 New Horse Road, Cheslyn Hay, Walsall WS6 7BH or tel: 01922 415499.

HMS Verulam: All commissions: join us for our annual get-together in Portsmouth this coming June. Details from Chris Williams on 01621 816207 after 6pm.

HMS Bulwark, Albion and Centaur Association: Did you serve in the RN, RM RA or any other of HM Forces on board any of these light fleet carriers? If so, you can join the Association. Regular meetings in Portsmouth. AGM/Social is at the Home Club on April 5. Contact Leigh Easton, Glenmoray, Hayford Place, Cambsbarrow, Strling FK7 3JX or email: bulwarks@btinternet.net

HMT Trevo Terceiro 1942: Seeking anyone who served with Lt D.H. Raggett on HMT Foyle and Eday or as a SLT on Trevo Terceiro. Mr F.N. Jenkins served on this trawler with SLT Raggett and would like to find out where he is now, and also to complete his wartime album. Contact Mr Jenkins, 'Finesse', 40 Heol Carnau, Caerau, Ely, Cambridgeshire, tel: 029 2031 2364.

HMS Maidstone 1940-44: Nat Browning entered at HMS Victory in 1940, served in Maidstone, Vernon 1944-45 and Amethyst 1946. He wants to hear from anyone who remembers him, especially Gordon Kenwood (Emsworth) and Sammy Mayo (Fareham). Any info to 6 Kingsway Court, Claremont Rd, Seaford BN25 2ND, tel: 01323 872015.

HMS Londonderry 1960-62, First Commission: Did you serve during this commission? Check out the website <http://www.hmslondonderry.co.uk> Contact Dave Wickham, 12 Foxglove Close, Ringmer BN8 5PB, tel: 01273 812842.

Stoker (1st Cl) Richard (Taff) Simmons served on LSI HMS Silvio 1944-45, leaving at Bombay for treatment at HMS Braganza, went on to Algerine-class minesweeper in Burma then joined LSI HMS Sandewino until it returned to UK in 1946. He wants to hear from anyone who remembers him. Contact Richard Simmons, 86 First Ave, Trencnydd, Caerphilly CF83 2SD, tel: 029 2086 8833.

NAC Ski Team: Barry Foreman seeks past members of the team from the 70s/80s, especially Nick Griffin (819 NAS, Gannet), Di Coombes and Oily Alcock (Northwood), Lt Duncan Reid (849 NAS, RAF Lossiemouth), Lt Cdr Ian Campbell (HMS Daedalus), and Surg Cdr(D) Malcolm Hocking. Contact Barry at Brierley, Law Brax, West Kilbride KA23 9DD, tel: 01294 823032 or email: barryforeman@hotmail.com

Safety Equipment & Survival Personnel: Calling all ex and current members of this branch who would be interested in joining this new association. Contact Ken Warnes on 077 6641 4854 or email: WKENMO@aol.com

HMS Dainty Association tenth anniversary: An additional gathering is being planned, and is likely to take place in May/June at the Adelphi Hotel, Liverpool. New members, partners and guests will be welcome. Details from Peter Hillman, 15 East Mead, Pagham, Bognor Regis PO21 4QT, tel: 01243 265901.

HMS Myngs 1948-51: John Evans would like to contact anyone who served in HMS Myngs or HMS Chamellon 52-54. Contact him at 1595 W Foothill Blvd, Upland, CA. 91786 USA or email: PSKX8@aol.com

HMS St Vincent, February 11 1958: If you joined up and became Duncan Division, Class 111, you are being sought. Ginge Ennis, G. Sandford, D.R. Hughes, Barry Rowe, D. Boyland, R.S. Waterhouse, A.J. Ireland, Turner, M.R. Kent, Pusser Partridge, Dinger Bell, Ken H. Roberts, Keith J. Holden and D.G. Stanley. Contact Tony Dewhurst on 07771 816124 or email: Dewhurst@BHD.com

COMMW 1986: Seeking John Douglas (big Gordie fan) who served at COMMW, then went to Portugal. Married a nurse in Rosyth then moved to Portsmouth. Steven Outthwaite was at his wedding and also met him for a holiday in Portugal and would like to get back in touch. Contact Steven at 4 Vanguard Court, Duxford Park, Sunderland. SR3 2EZ or email: alfbel@btworld.com

William 'Scouse' Kewn: Joined May 10, 1977, served at Mercury, FO BG 1983. P. Asprey would like to get in touch. Contact him at 81a Forest Rd, Northallerton DL6 1LD, email: p.asprey@hotmail.com

Anson 21 Intake, HMS Raleigh, May 23 1983: Almost 20 years since joining and seeking anyone who remembers Andrew McKay. Contact him at 9 Shelduck Crescent, Great Notley, Braintree CM77 7YF, or email: andrew.mckay1@btinternet.com

HMS Sirius 'Fighting 40': Seeking Richard 'Dicky' Fordham who served with John Tongs in the West Indies 1970-71 or any other POs who were there. Contact John Tongs at Woodlands, Pean Hill, Kent CT5 3BG, tel: 01227 763860 or email: Jontongs@tinyworld.co.uk

Chris 'Dicky' Bird seeks Derek Woodhead (HMS Ganges 51-53), who lived in Bramley, Leeds, Sid Rogers (HMS Bermuda 53), Dartmouth, John Beddal (Bermuda 53) boxing team, Jenny Creighton (HMS Mercury 59) and Ginger Outing (HMS Hermes 59-60) (Ipswich). Contact Chris Bird, 15 Vauxhall Grove, Hull HU3 2QY, tel: 01482 589595 or email: ChristopherBird@aol.com

HMS Colombo 1942-43: Seeking shipmates of 'Bronco' Lane, who served in HMS Colombo. Contact his son, D. Lane, 71

Bramley Court, Sutton-in-Ashfield, Notts NG17 4AG, tel: 01623 512863 or email: rose.lane@btopenworld.com

Submarine P44: Harry Beale would like to hear from any former shipmates who remember him. He wonders what the skipper, who later became Vice Admiral Sir John Roxburgh, is up to now. Any info to Harry at 34 Bailey Road, Cowley, Oxford OX4 3HY.

HMS Brazen 1982-83: Trevor 'Taff' Jones (3PS Mess) is trying to locate Anthony 'Taff' Price, who was a gunner back then, but is now believed to be a regulator. Contact Trevor at 19 Donibristle Gardens, Dalgety Bay, Fife KY11 9NQ, tel: 01383 820588 or email: trevorjones@lakie.supanet.com

HMS Nelson 1943-45: E. Bennett served in HMS Nelson in Malta 1943 to Singapore 1945. He is seeking Albert Fletcher (went to live in SA), Peter Lowey, Raymond Merrick, Lofly Pocock, Killick Stoker Tattersall, James (Jock) Brown, Jock Ireland, CPO White and anyone else who remembers him. Contact him at 30 Middle Way, Watford, Herts WD24 6HL or email: ebennett1@cwctv.net

HMS Figgard, May 4, 1953: Seeking Eric Kirk, the best man of Ron Christian. Ron and Eric joined HMS Figgard in the same series on May 4, 1953. Eric had a brother called Tony, also an RN 'tiffy' and they came from Ormskirk, Liverpool. Contact Ron at 4 The Brow, Widley, Waterlooville, Hants PO7 5BX or email: ron.christian@inc.pl

RNAS Lossiemouth 1971-2: Seeking Paul Kelly; he and Matt Chapman served there together and at Raleigh in 1983. Paul was last known to be at HMS Dryad in the mid-80s. Contact Matt at Barnabus, 7 Cole Green, Shirley, Solihull B90 1AD, tel: 0121 243 6954 or email: barnabus@fish.co.uk

HMS York: Seeking former shipmates from the early days of York (Stretch 42), particularly those who served from being laid down at Newcastle to commission in Rosyth and later on to the Far East as Capt 'D' for the escort with the Royal Yacht. Steve 'Bedders' Bedford is considering organising a reunion in the UK. If the current PRO of HMS York reads this, could he contact Steve. Anyone else interested should contact Steve at Huddersfield CID, Castlegate, Huddersfield HD1 2NJ, tel: 01484 436684, email: cian.bedford@ntlworld.com

HMS Ark Royal 1963-6: Tony 'Slinger' Woods seeks all cooks from Ark Royal. Ken

Davies, Buster Brown, Don Grant, Hartly Plews. Contact Tony at 60 Stoney Wood Road, Walsgrave, Coventry CV2 2LL, tel: 024 7661 0487 or email: annie.wood@btopenworld.com

HMS Excellent 1968-70: Wren Jean Millar from Belfast would like to contact wrens from that period; Sandra Thompson (Taunton), Rachel Hume (West Midlands) and WWTR Kathy (London/Coventry). Contact Jean at 60 Stoney Wood Road, Walsgrave, Coventry CV2 2LL, tel: 024 7661 0487, email: annie.wood@btopenworld.com

HMS Raleigh, Anson 21 intake, May 23 1983: Andy McKay seeks anyone who remembers him. Contact Andy at 9 Shelduck Crescent, Great Notley, Braintree CM77 7YF, or email: andrew.mckay1@btinternet.com

Arthur (Archie) Furnidge was an OA living in Alverstone, was an apprentice at Fishguard and then Caledonia in Grenville Division. If anyone knows his whereabouts could they contact John Watts, ex-EA, PO Box 40-376, Glenfield, Auckland, New Zealand or email: j-watts@clear.net.nz

HMS Widemouth Bay 1944-48: Ron Matheson, originally from Nairn, Scotland, would like to hear from old shipmates. Contact Ron via his son, Andrew Matheson, Suite 228, 2255-B Queen Street East, Toronto, Ontario, Canada, M4E 1G3, email: andrew@paulsencommunications.com

HMS Prince of Wales and HMS Repulse Survivors Association: Would any members of this association please contact the Editor's Secretary at Navy News on 023 9272 4194 so that we can update our records.

Navy News on tape

Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type. For details, contact 023 9269 0851 and leave a message with a contact phone number. No special equipment is required to play the tapes, which are standard 90-minute cassettes.

Over to You

HMS Valiant: Seeking anyone who served in Valiant when she was attacked in Alexandria on December 19, 1941. Lt A.J. Edmondson is a RN exchange officer in an Italian naval ship ITS Luigi Durand De La Penne, named after the officer who laid the charge on Valiant, was captured and held on board and informed the CO, Captain Morgan RN, before the charge went off. Thus the crew were allowed to get to the safety of the upper deck before the explosion. Lt Edmondson RN can be reached c/o UKNSU, AFSOUTH, BFFO 8.

Steamship Ailsa: Although not a Royal Navy ship, she was under Admiralty control during WWII. Between 1927 and 1938 she was the Cromarty-Invergordon ferry. Commandeered at the start of WWII as a tender in Scapa Flow. Orkney lore says that she was used at Arromanches during the Normandy landings. Can anyone confirm this or her ultimate fate? Contact Eric Malcolm, 64 Gordon's Lane, Cromarty IV11 8XN, tel: 01381 600505.

Seeking a relation who was born **Leonard F. Marlow** in the June quarter 1918 at Fordingbridge, Hampshire. His mother, Isobel Mary Marlow, went to New Zealand in 1921, but Leonard stayed in UK to be brought up by an aunt under her married name - possible surnames are Lyford, Godson, Johnson, Tait or Sturges. He joined the RN around 1934-8 and was a PO by the age of 24. If anyone recognises their relative could they contact W.G. Smith, 16 Ewen Street, Takapuna, Auckland, New Zealand.

Capt Harold Drew: Ben Hayward would like to contact Mrs Daphne Freeman, the

daughter of Capt Drew, who was in command of HMS Manchester, sunk in Operation Pedestal, Malta Convoys, August 13, 1942. Contact Ben Hayward on 0121 558 8294.

HMS Locust, a river gunboat, commissioned in 1940: Paul Jenkins is researching the history of this vessel in which his grandfather's late brother, Ruben Lane, served. It was used between 1941-4 for supporting Commando operations as well as Operation Neptune (Dieppe) and Overlord (Normandy). If anyone has memories or photos that Paul could copy, contact him at 1 Tennyson Road, Malden, Essex CM9 6BE, tel: 07929 499561 or email: jinxdiver@hotmail.com

Troopships Orion, Baarn and Nieuw Amsterdam II and SS Nokania (Tanker): If you served in any of these ships during WWII contact Keith Wright, 40 High Street, Worthing, Devizes SN10 5RU, tel: 01380 721837 or email: k.wright15@hotmail.com

Franz Happe Kiel Clock: C.W. Bray is trying to trace a WWI U-boat which was equipped with this clock: the dial was signed Franz Happe Kiel and numbered 4610 with the Kaiserliche M beneath an Empire Crown, Roman numerals and a separate seconds dial. If you can provide any information please contact C.W. Bray on 01453 884333.

Sea Cadet Branch, Loughborough 1936: Mrs R.M. Lord is seeking photographs of the Sea Cadet branch which was set-up by her father, Lt Cdr Arthur Johnson around 1936. She remembers going to see the cadets in training at St Peter's Hall in Storer Road, Loughborough. If you have any photographs of the cadets or her father please contact her at April Cottage, 2 Highgate Road, Sileby, Leicestershire LE12 7PP, tel: 01509 816354.

HMS Kandahar: Seeking information of her sinking in December 1941, the death of Edmund John Lidbury, and of any survivors still living. Contact Mrs V. Pennier, Beam Ends, Hanscombe End Road, Shillington, Herts SG5 3LZ, or email: valeriepennier@hotmail.com

HMS Vehement was struck by a mine with the loss of all hands on August 2, 1918. The mother of William Higgs was newly married to Robert Cook, who perished that day. Some years later she married again and William was born, and he is researching his family history. He would like to learn about the members of the ship and maybe correspond with surviving relatives. Contact William at Salaam, 33 Newbourne Road,

Weston-super-Mare, Somerset BS22 8NF, tel: 01934 629390 or email: wehiggs@dircon.co.uk

RAF Peterhead (Longside Airfield): During 1941-5 the Fleet Air Arm operated from this Scottish airfield, protecting the North Sea. The Longside branch of the RBL(Scotland) are building a memorial to the men and women who served here. Anyone who has memories, photographs of the station and its people and would like to be part of this project should contact Mr T. Wilson, Sheridona, Burgess Drive, Longside, Peterhead AB42 4XF.

Mr P.P. Wilcox has a photograph of six submarines alongside in Hong Kong (August 1945). He knows the name of the one nearest the jetty (Supreme) and has been told that the one furthest from the jetty is Sea Scout. What he would like to know is the name of the other four. If you can help, contact Mr Wilcox at 10 Elmdon Road, Acocks Green, Birmingham B27 6LH.

HMS/m Oswald sunk by the Italian destroyer Vivadi in August 1940: William George Chaff, uncle of Angela Brooke, was one of the three who died. Does anyone have a photograph of the crew at that time? Angela is also trying to locate his widow and son. William married Dorothy Bryant in Stoke Damarel in 1931 when he was serving in HMS Malaya, and their son David George was born in 1939. Dorothy may have married an Australian Serviceman named Burgess after William's death. Any information, contact Mrs Angela Brooke, Tyddyn Y Waen, Llanfechell, Nyns Mon LL68 0SD or email: petange@pabac.freeweave.co.uk

HMS Ceres 39-42: Does anyone remember the late Fred Cooke, who served in Ceres as well as HMS Troubridge during WWII and HMS Devonshire and Vanguard until 1952? Fred came from Great Harwood, Lancashire, and was probably known as 'Cookie'. Any information contact Freda Sandford, 11 Parsonage Road, Blackburn Lancs. BB1 9NN or email: Freda.Sandford@ntlworld.com

HMS Highflyer: Does anyone know the whereabouts of John Lindsay, PO Torpedo Gunner's Mate, who served in Trincomalee, Ceylon in 1945? John, a Geordie, settled in Hull after the war. Paddy (Chippy) Morter and John struck up a close friendship, and Paddy would like to find John again. Any information to Roger Morter on 01905 764745 or email: nwm@edengrove.fsworld.co.uk

Reunions

March

HMS Naiad 1940-42: Tree-planting and dedication at the National Memorial Arboretum, Staffordshire, at 10.45am on March 11. Contact M.D. Bolton on 01474 812558.

HMS Belfast Association AGM/reunion, March 15, 1200hrs on board HMS Belfast, Pool of London. For more details contact Ted Hill on 01708 341803.

RN Engineerin Association annual dinner on March 21 at the Birmingham United Services Club, Gough Street, and not at the Nautical Club. Details from Bob Styants, 10 Wotton Bank, Narrow Lane, Halesowen B62 9PL, tel: 0121 422 4115, e-mail: bobstyants@amserve.com

HMS Intrepid, Communications Dept (3E1 & 3E2 Mess) 1985/87 reunion in Portsmouth, March 22. Contact Marc 'Taff' Jones on 01443 694127 or email: Marc.Jones@alveo.com

RNXS (East Anglia) reunion at 1200 on March 30 in the 'Shipwreck', Shotley Marina (old Enright Block, HMS Ganges). Other RNXS groups, RNR(NCS) and guests welcome. Details from Peter Brooke, 7 Penn Close, Capel St Mary, Ipswich IP9 2UE, tel: 01473 310189.

April

HMS Ramillies Association reunion at the Home Club, Portsmouth, from April 7 to 11. More information from D. Marks, 3 Kendal Avenue, Thornton Cleveleys, Lancs FY5 2LY, tel: 01253 826300.

Halton Apprentices Naval Wing Association (HANWA) annual reunion, April 9, at the Home Club, Portsmouth. This could possibly be the penultimate reunion. Details from Jack Ford, 7 Encombe Road, Wareham, Dorset BH20 4PS, tel: 01929 554221 or email: williamford17@msn.com

HMS Middleton (L74) Association reunion April 25-26 at the RMA Club, Leamington Spa. Details from Mike Alston, 6 Belmont Park Road, Maidenhead SL6 6HT, tel: 01628 295655.

HMS Sefton LS(I), Far East 1945-6 reunion at Birmingham on April 26. Details from Alan Golden on 01746 712630.

HMS Serene 1944-47 24th reunion on April 26 at Lingfield Community Centre, Surrey. Details from Eric Drummond, 5 Green Way, Syke Lane, Scarcroft, Leeds LS14 3BJ or tel: 0113 289 2222.

Sherborne RNA Hospital reunion, the Swan, Cheap Street, Sherborne on April 26 at 1230. All staff and ex-patients welcome. Contact Mrs Doris Scholfield (nee Miller), The Bungalow, Augustus Rd, Hockliffe, Leighton Buzzard LU7 9NF, tel: 01525 210867.

May

Battle of the Atlantic 60th Anniversary May 1 to 5 in Liverpool: Visiting Navy ships, Royal Marines Band Concert, Cathedral Service and March-Past. Details from Battle of the Atlantic Officer, RN HQ Merseyside, Brunswick Dock, Liverpool, L3 4DZ.

HMS Tenby Association (J34 & F65) hold their reunion May 2-5 at the Trecarn Hotel, Babbacombe, Torquay. Details from Ken Jones on 01752 406326, or email: krhysjones@freeuk.com

June

Submarine Coxswains Association reunion at Fastlane from June 5 to 8. Details from Andy Verdi on 01329 237505 or email: Andyverdi@aol.com

HMS Sparrow reunion: June 9-11 at the Home Club, Portsmouth. Any 'Sparrows' who would like to join the Association or get details of the reunion should get in touch with Geoff Middleton on 01562 700689.

July

EW (Golly) Branch reunion at WO & SR Mess, HMS Dryad, on July 19 at 1930. For all serving and retired EW senior rates who have passed the PO(EW) POC. Details from PO(EW) D Mills EW311 at EW Section, Lewin Bdg, HMS Dryad, Southwick, Fareham PO17 6EJ, tel: 023 9228 4277.

August

HMS Manchester Association: A church service at St Ann's, HM Dockyard, Portsmouth, on August 10 at 1000, followed by lunch and meeting with guest speaker at Post House Hotel, Portsmouth. Details from M.T. Broad, 2 Park Farm Road, Purbrook, Hants PO7 5HN, tel: 023 9226 8696.

September

HMS Renown Association reunion, Moat House Hotel, Plymouth, Sept 25-28. Details: John Roche, 77 Glenholt Rd, Glenholt, Plymouth PL6 7JD, tel: 01752 775926.

October

HMS Cardigan Bay reunion, Royal Moat House Hotel, Nottingham, from October 10-13. Details from Michael Solomons on 01977 676072 or Donny Grier on 01294 465192.

HMS Llandaff reunion in Cardiff on October 10-11. Anyone who wishes to attend contact Slinger Wood on 020 8581 5693 or email: kevin.wood@blueyonder.co.uk

HMS Vidal, Survey Ship, all commissions: reunion on October 18 at the King Charles Hotel, Brompton Road, Gillingham, Kent ME7 5QT. Contact Dave Parker, 11a Tellerscot Rd, Balham, London SW12 0HW, tel/fax: 020 8673 5392 or book with the hotel.

Submarine Coxswains Association is hosting the Nat Good VC Memorial weekend, County Hotel, Llandudno, October 24-28. Open to members of SCA, SOLMA, ISA and SA. Details: Mike Smith, 01329 511359.

25th anniversary reunion of Carrier Air Group HMS Ark Royal, Final commission 1978, Britannia Adelphi Hotel, Liverpool, October 24 to 26. Contact Dave Clark, 01935 474862, email: daclark@baaba.org.uk or Gary Mumford, 07779 723415, email: gary.mumford@aeroint.com

HMS St Brides Bay reunion Oct 31 to Nov 1, Willow Bank Hotel, Fallowfield, Manchester. Details from Secretary Alan H. Mathieson on 01563 572282 or email: alan.mathieson@tesco.net

November

HMS Duchess Association are holding their next reunion at the Trecarn Hotel, Babbacombe, Torquay, from November 7 to 10. All commissions welcome. Details from Gordon Phipps on 01278 785742.

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At your Service entries

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- Please send in Reunions at least three months (preferably four) before the month of the event.
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June

Submarine Coxswains Association reunion at Fastlane from June 5 to 8. Details from Andy Verdi on 01329 237505 or email: Andyverdi@aol.com

HMS Sparrow reunion: June 9-11 at the Home Club, Portsmouth. Any 'Sparrows' who would like to join the Association or get details of the reunion should get in touch with Geoff Middleton on 01562 700689.

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Shape your destiny — with a little help

The Ratings' Career Management Organisation (RCMO)

The aim of the Ratings' Career Management Organisation is to provide opportunities for you to get the most out of your career, and most of you will be aware of the role played by the Regional Drafting and Career Advisers in achieving this aim.

They exist to provide you with the advice and encouragement you need to be able to play a larger part in managing your destiny.

However, career management is a very broad remit, and the RDCAs are just one part of the organisation.

In his article in the June 2002 edition, the Commodore Naval Drafting described Ratings' Career Management as a growth area, responsible for promotions and selections for further service, cross-branch policy advice and personal, impartial, drafting and career advice for all ratings/ other ranks.

This article is intended to give you a feel for some of the ongoing RCMO work.

Selective Promotion

Following distribution in 2002 of Change 14 to BR 1066, details of the promotion procedures are more widely accessible.

However, the procedures themselves remain complicated and can lead to confusion regarding entitlement to the acting higher rate, especially entitlement after the Training Year.

Therefore, in order to assist units ensure that individuals are not disadvantaged through misinterpretation of the rules, a 'bring up' audit has been instigated within the RCMO to monitor the achievement of LRCC and SRCC.

This aims to provide all ratings selected for promotion, but who have not completed their pre-promotion training, and who are approaching their reversion or deselection date, with at least six months notice to enable them to take the necessary steps to attend a course.

It is hoped to be able to conduct a post implementation review of the selective promotion process (introduced in 1998) this year and, where possible, simplify the regulations.

Second Open Engagement

The inaugural round of 2OE selections for junior ratings completed in November 2002 and 116 offers were made in virtually all categories, with 1 offer of 2OE(10) and 115 for 2OE(5).

The acceptance rate to date is 100 per cent for 2OE(10) and 70 per cent for 2OE(5), the latter being broadly consistent with that of 2OE(5) for senior ratings.

A total of 454 senior ratings selections were made in 2002 with an overall acceptance rate of 80 per cent. Of the 454 selections, 180 were for 2OE(10) and 274 for 2OE(5) and acceptance rates were 82 per cent and 78 per cent respectively. These are consistent with previous years.

Regional Drafting and Career Advisers (RDCAs)

Having established a sound customer base (over 18,000 customers by the end of 2002), the delivery of career management via the RDCAs is now being consolidated and further developed.

The focus is on 'outreach', the promotion of the RDCAs to ratings serving in concentrations of naval manpower in non-

base port areas, which will be achieved by frequent career advice 'clinics' and early experiences at Abbey Wood have been encouraging.

Of course, all RDCAs are available to take enquiries, regardless of where you are serving, and if you are unable to visit in person they can be contacted via telephone, e-mail and fax (see below right).

The facilities available within the waiting area in the Portsmouth RDCA (which is shared with the WMO) are being developed in order to provide visitors with controlled access to the Intranet and Internet as well as up to date personnel related publications, videos and signals within a modern, comfortable environment.

If this trial proves successful, development of a similar facility in other RDCA/WMO locations will be considered.

If you have not visited one of the RDCAs yet and are unsure whether or not you are likely to benefit from doing so, you should remember that they work within a very broad framework, that is, if the advice you require concerns your career or draft, they can help.

This may include information on the policy and practice of drafting, branch transfers, extensions of service or promotions, however complex, the RDCA should be able to assist.

The RCMO is dedicated to providing you with the best opportunities for you to get the most out of your career and is always seeking ways to improve how this is achieved.

Whether and how you choose to use it is up to you.

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Title	E-Mail	Telephone
RDCA Portsmouth	RDCAP1 Wiseman R RDCAP2 Spence J	9380 25639 9380 25497 (Fax: 25663)
RDCA Devonport	RDCAD1 Middleton M (or) RDCA Middleton M N WOWEA RDCA Bellingham S CPOMEA (or) RDCAD2 Bellingham S	9375 67337 9375 65848 (Fax: 65912)
RDCA Faslane	RDCA Morton J WO RDCA McCloskey C CPO	93255 5595 93255 4483 (Fax: 3259)
RDCA Faslane (RM)	(via above ufn)	93255 6133
RDCA Yeovilton	RDCA(VL)1 Smith SJ (or) VL RDCA1, Smith SJ WO RDCA(VL)2 Penfold M (or) VL RDCA2, Penfold M D CPO	93510 5113 93510 5129 (Fax: 6361)
RDCA Culdrose	CU RDCA01, Mills A WO CU RDCA02, Geary M CPOW	93781 2076 93781 2077 (Fax: 2078)
RM (Whale Island)	CND-(RM)-RDCA Salmon T	93832 7532 (Fax: 7520)
RDCA CTRM Lymington	(via CND-(RM)-RDCA Salmon T ufn)	93785 4222

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HMS Sultan foundry provides vital decorative fittings for Queen's Golden Jubilee gates

Navy workshop had key role in royal gift

THE ARMED Forces have officially presented their Golden Jubilee gift to the Queen.

And the Royal Navy's pivotal role in the construction of the commemorative gates, now in place on the Sandringham estate, was inevitable, as the last operational foundry within the Forces was at HMS Sultan.

The ready availability of gun-metal (LG4) and its excellent weather resistance properties made it the ideal material to use in the decorative castings and the creation of the EIIR cyphers which adorn the gates.

The patterns for the tri-Service crest and the EIIR ellipse were produced by Ernie Perry at Devonport Naval Base, and all other patterns were procured or produced by staff at Sultan, both Service and civilian.

A total of 30 castings were produced, of which 24 were displayed on the completed gates.

The foundry was operated by Robbie Roberts, who joined the Navy in 1962 and left the Senior Service in 1997, when he became a Civilian Instructional Officer.

He was due to retire a year ago, at the same time as the foundry was due to close, but as the only skilled foundryman left in the Services he agreed to stay on.

And the Golden Jubilee gates are his swansong, ensuring the Navy was strongly represented in the project – although Robbie is quick to point out the large and



● MEM Kevin Dewar waits for the royal party at the Golden Jubilee gates at Sandringham

diverse team at Sultan which all played their part.

All the castings were delivered to Brompton Barracks in Chatham at end of July 2002, where the gates and railings had been built.

They were erected at Sandringham in late September, ready for the official presentation.

The Queen – on her first official

engagement since surgery on her knee – and the Duke of Edinburgh attended the presentation, walking up to the installation from the nearby public road and meeting key figures in the project, including Roger Roberts, gates project manager at Sultan.

Opening the gates for the royal party and the Service Chiefs was

MEM Kevin Dewar of Allied Trades at Sultan.

The Sultan foundry has now closed, breaking a historical link.

More than 250 moulds for ship's crests are still stored there, and the foundry was used until recently to make breech blocks for competition field guns, as well as parts for the Sultan steam lorry.



● The Queen and Chief of the Defence Staff Admiral Sir Michael Boyce at the presentation of the Golden Jubilee gates

Pictures: Sgt Brian Gamble

RN Fitness Test reaches over-40s

THE Royal Navy Fitness Test (RNFT) will embrace the final group of personnel affected when the 40 to 49 age group is addressed from April 1.

The RNFT is an age and gender-fair annual stamina test which has encompassed men and women in a phased age-group introduction, and brought the Navy into line with the Royal Marines, the Army and the RAF.

It began with the under-25s in April 1999, reaching the under-40s in April last year, and the test is framed in such a way that standards are targeted specifically at five-year groupings, and differentiated between males and females.

Although generally designed to promote good health, the test also brings benefits to the Navy in operational terms, including:

■ Ensuring officers and ratings are able to cope with the physical demands of warfare and general life at sea

■ It promotes confidence in an individual's own physical condition, and in those of the team around him or her

■ Physically-fit people are more resistant to injury and extremes of heat, and recover more quickly from injuries and physical stress

■ Fitness has a beneficial effect on mental alertness, and regular exercise is believed to help dissipate psychological stress.

With the under-40s, the test consists of a multi-stage fitness test (MSFT or 'bleep test') or a 2.4km run.

Ratings and officers aged 40 and over will undertake the Rockport 1610m (one mile) walk using heart-rate monitoring equipment – although active sportsmen and women in this category may opt to take the 2.4km run or MSFT, provided PT staff are satisfied that the candidate is suitable and is taking the MSFT for the right reasons.

Personnel aged 50 years and over will not be required to take

the RNFT, but can volunteer to do so, and if they take that option they come under the same rules as the 40-49 age group.

Regulations for the RNFT note that over-50s serving at sea "should take the test."

For all qualifying age groups, the regulations specify that "it is a duty to undertake the RNFT when due, unless formally exempted."

"Disciplinary action may be taken against those who fail to do so, under a charge of 'failure to attend a muster', in accordance with ORRN and BR11.

"They will also be automatically required to undertake remedial training."

A new DCI on the RNFT (DCI GEN 272/02) states that Commanding Officers are to appoint Fitness Testing Officers (FTOs) to be responsible for the implementation of the test, with consideration being given to the test being an operational matter rather than an offshoot of sport or recreation.

In Fleet units it has been recommended that the FTO should be the Executive Warrant Officer, the Coxswain or the Manpower Controller/Squadron regulator as appropriate.

In shore establishments and air stations, that role should fall to the PT and Recreation Officer.

Preparation for the tests is partly a Command and partly a personal responsibility; the Command must provide time and opportunity for people to train for and take the test – operations permitting – while personnel are expected to demonstrate the right attitude towards testing, maintaining their fitness and recognising this may require training out of hours.

Failure of the test automatically requires the individual to attend remedial training; there is no limit to the number of times an individual can attempt the test.

Attendance at remedial training is also considered a duty.

Grades of pass are being introduced to promote achievement and encourage higher levels of fitness.

There are also changes to the timing of tests – current requirements based on birthdays are deemed too restrictive, and in future personnel will be required to have passed the test at any time in the year preceding a new annual fitness testing date, based on their annual report date.

See next month's *Navy News* for more details.

Mayor visits Talent

TRAFALGAR-class submarine HMS Talent has hosted a visit by the Mayor of Shrewsbury and Atcham.

Cllr George Ritchey and his wife Mary called in on Talent while the boat was alongside during a maintenance period in Devonport Naval Base.

The submarine has affiliation links to Shrewsbury and Atcham, in Shropshire.

The weekend visit to the West Country for former Lt Col Ritchey also gave him the

opportunity to visit 20 Commando Royal Artillery at The Citadel in Plymouth.

Cdr Paul Nixon, Commanding Officer of Talent, said: "As we approach a lengthy docking period we felt it important to enhance our strong links with the council and people of Shrewsbury and Atcham."

Cllr Ritchey described the visit as "one of the highlights of my time in office", paying tribute to the "high levels of professionalism" he saw.

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NEWSVIEW

Uniform tactic against terror

IN HIS foreword to the RN yearbook *Broadsheet*, First Sea Lord Admiral Sir Alan West notes that uniform regulations allow for former members of the Naval Service to "wear uniform on State or other occasions of ceremony, provided it is in the best interests of the Service to do so."

"I see occasions of ceremony to include weddings, formal dinners and other semi-public events," he says, adding that "to maintain, or even improve our footprint throughout UK, I do encourage all veterans to wear their uniform whenever appropriate and to carry the message that the Royal Navy is still the second most powerful Navy in the world and certainly the best."

It is a sad fact that in recent years the threat of terrorism and mindless attacks by hooligans have combined to remove much of the uniformed presence from the public eye, so that the sight of a sailor in rig is now a rarity, even on the streets of our Naval ports.

In the present situation, it might seem unwise to advertise ourselves in this way – but perhaps now, more than ever, uniform should be seen to be worn.

While Admiral West has here singled out veterans to do their bit in maintaining the Navy's 'footprint', he has also lately underlined the importance of the new generation in fulfilling this role: "... in so many neighbourhoods it is the Sea Cadets wearing their Naval uniform with youthful pride who fly the flag for the Royal Navy where it matters most – in the heart of the community."

In some parts of that community, particularly in some of our grimmer inner cities, it takes a particular sort of courage for young people – especially young adolescents, who are naturally hyper-sensitive to any sort of criticism from their peer group which demands conformity to its own set of standards – to parade in public in uniform.

But still they do, whether collecting funds, performing voluntary community work or adding the cachet of a military presence to countless civic functions up and down the country in areas where it might otherwise be impossible to provide one.

(In the latter case, they manage this trick with a precision and panache which constantly excites the admiration of the local authorities who request their attendance.)

So while they also, again in Admiral West's words, benefit themselves from having "the opportunity to navigate the often stormy waters of today's uncertain society", they allow society at large to benefit from their presence, too.

The terrorists who currently pose the biggest threat to our way of life and well-being come from countries where those who wear uniform in their streets are identified as oppressors. In this one the Sea Cadets – and all the other cadet and ex-Service organisations – remind us that it is a badge of honour.

'I do encourage all veterans to wear their uniform whenever appropriate'



– First Sea Lord Admiral Sir Alan West

WITH over 100 different directories to choose from, finding your way around the Ministry of Defence has become like looking for needles in a minefield of haystacks.

But not for much longer. From now on, the business of tracking down individual contacts among the MOD's 330,000 people employed at its 1,800 sites should be made easier, with the publication of a single electronic directory for Defence.

Spokesman for dDirectory Rupert Pyrah told *Navy News*: "As many people have discovered, actually getting hold of the information they need to do their jobs can be a major task in itself."

"First of all, you need to know which directory to look in – and then you may find that the details are out of date, or that the directory itself, if it's in a paper format, has gone walk-about."

"So a lot of time is wasted – and of course, trying to keep all these directories up to date takes up a lot of resources as well."

dDirectory provides "a pan-Defence view" of all personnel and posts and includes clear graphical views of Defence's organisational structure. It will be available on both network systems and in CD-ROM form for those without online access.

Launch is soon, with up-to-the-minute search facilities, organisational views and an

Clearing a path through the information jungle

accurate set of contact details. "It's very easy to use. Anyone who has ever surfed the Internet will have no problems."

The process of incorporating everyone's data will carry on throughout the year. By the end of April there should be around 100,000 entries.

"For day-to-day purposes, most people will use dDirectory for accessing contact details and the more people that are in there, the better it will be."

"You may also find it useful for searching out old mates who you may have lost touch with, but who are still in the Navy or working in a civilian establishment."

Ultimately, it is intended that the full Directory Service will deliver much more than just a simple source of phone numbers, e-mail addresses and locations.

It should provide services to other applications across the organisation, such as the online ordering of goods and

services.

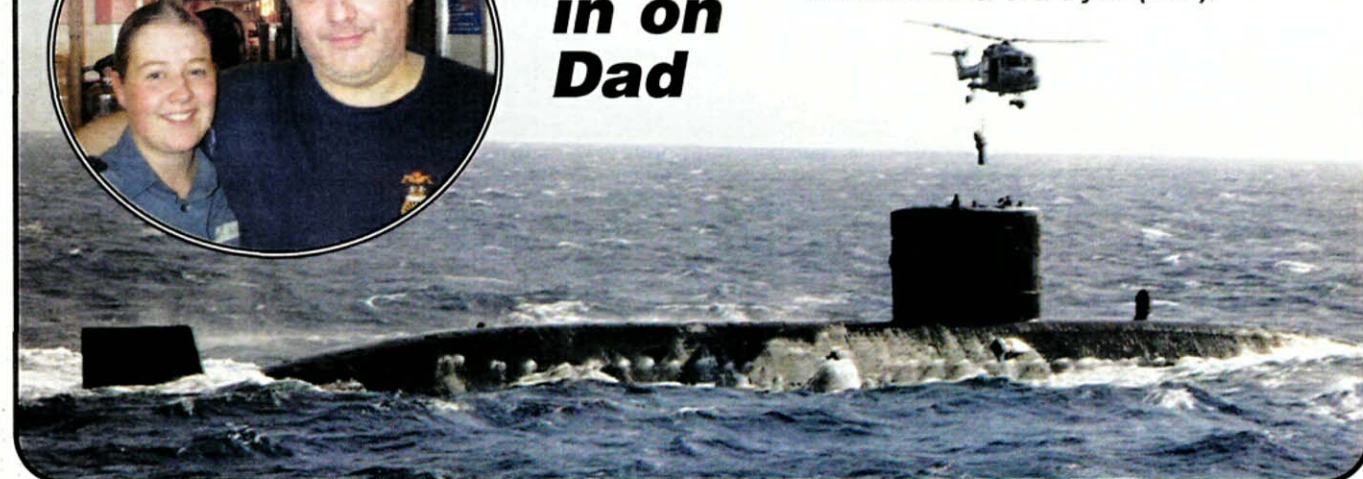
"For the moment, the most important thing is to have a look at dDirectory and check your details. I they are wrong, just click on 'You and your data' and you will be sent to a simple self-amendment form."

For more information about dDirectory, e-mail DCSA DFN-Dir Help or dial the Customer Information Centre on 0800 7314122. If you don't have access to a network PC, just call (9)666-32075 and order your own CD-ROM.



Louise drops in on Dad

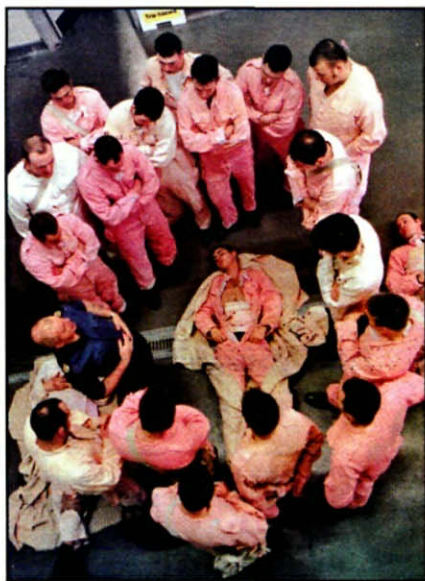
● HMS Cumberland's Lynx helicopter winches OM Louise Kirkcaldy down to HMS Splendid during a chance rendezvous 'somewhere at sea'. On board she was reunited with her father Angus, the boat's Coxswain, whom she had not seen for over a year (inset).



● Iron Duke deploys from Portsmouth



Iron Duke readies for drug patrol



● A training exercise before deployment
Pictures: PO Morgan, FPU

A SUNNY day provided an indicator of the weather to come for HMS Iron Duke as she deployed from Portsmouth in late January.

The Type 23 frigate is in the early stages of her six-month Atlantic Patrol Tasking (North) (APT(N)) deployment, which will see her spend some time in the Caribbean on counter-drugs operations, defence diplomacy, emergency stand-by in case of disaster, and protecting UK interests.

In preparation for her disaster relief duties, teams from the Type 23 took part in an intensive training session at the First Aid Training Unit at HMS Excellent.

The first aiders were put through their paces and faced realistic 'casualties' with copious amounts of fake blood and make-up. This formed an invaluable top-up to the training that took place in the summer of last year.

Trainee LSTD 'Redders' Redford said: "The exercise was extremely realistic, beneficial for all concerned, and also good fun."

The ship was sent on its way by Second Sea Lord Vice Admiral Sir Peter Spencer, in one of his last official duties before handing over the reins to Vice Admiral James Burnell-Nugent (see page 4).

Also taking a close interest in the ship's departure were the Lord and Lady Mayoress of Kingston-upon-Hull, the ship's affiliated city.

The civic guests met several of the ship's company from the Humberside region, and Cllr Geraghty, the Lord Mayor and Lord High Admiral of the Humber, presented a RAS flag to the warship's Commanding Officer, Cdr Phil Warwick.

The flag, which features the city's crest, will be flown with pride whenever the ship replenishes at sea (RAS), and is indicative of the close links between Hull and the Iron Duke.

The frigate reached Guadeloupe in early February and participated in the French-led exercise Caraïbe 03, which

allowed the ship to familiarise itself with the region, and presented an early chance to liaise with the French and other local forces, including those from Columbia, Nicaragua and Mexico.

The exercise was based on the theoretical need to conduct a non-combatant evacuation of civilians from an unstable island.

Iron Duke will also play host to a team from Flag Officer Sea Training (FOST) to ensure the ship's company is fully prepared for any eventuality during the deployment.

Cdr Warwick said: "APT(N) presents a varied and demanding environment. We have worked hard to prepare for the deployment and are looking forward to the many challenges ahead – be they drug-busting, disaster relief or naval diplomacy."



● HMS Northumberland leaves Plymouth for the Mediterranean with HMS Ocean in the background and a piper on the Hoe in the foreground

Northumberland sails off to join NATO Force

FRIGATE HMS Northumberland left Plymouth in mid-January to join NATO's Standing Naval Force Mediterranean (SNFM).

Initially the Type 23 sailed with the ships of the Amphibious Task Group before peeling off to take up her duties with the NATO Force in the Mediterranean.

Since October 2001, the multi-national Force of SNFM ships has been involved in Operation Active Endeavour, monitoring merchant shipping in the Mediterranean as part of the global war against terror.

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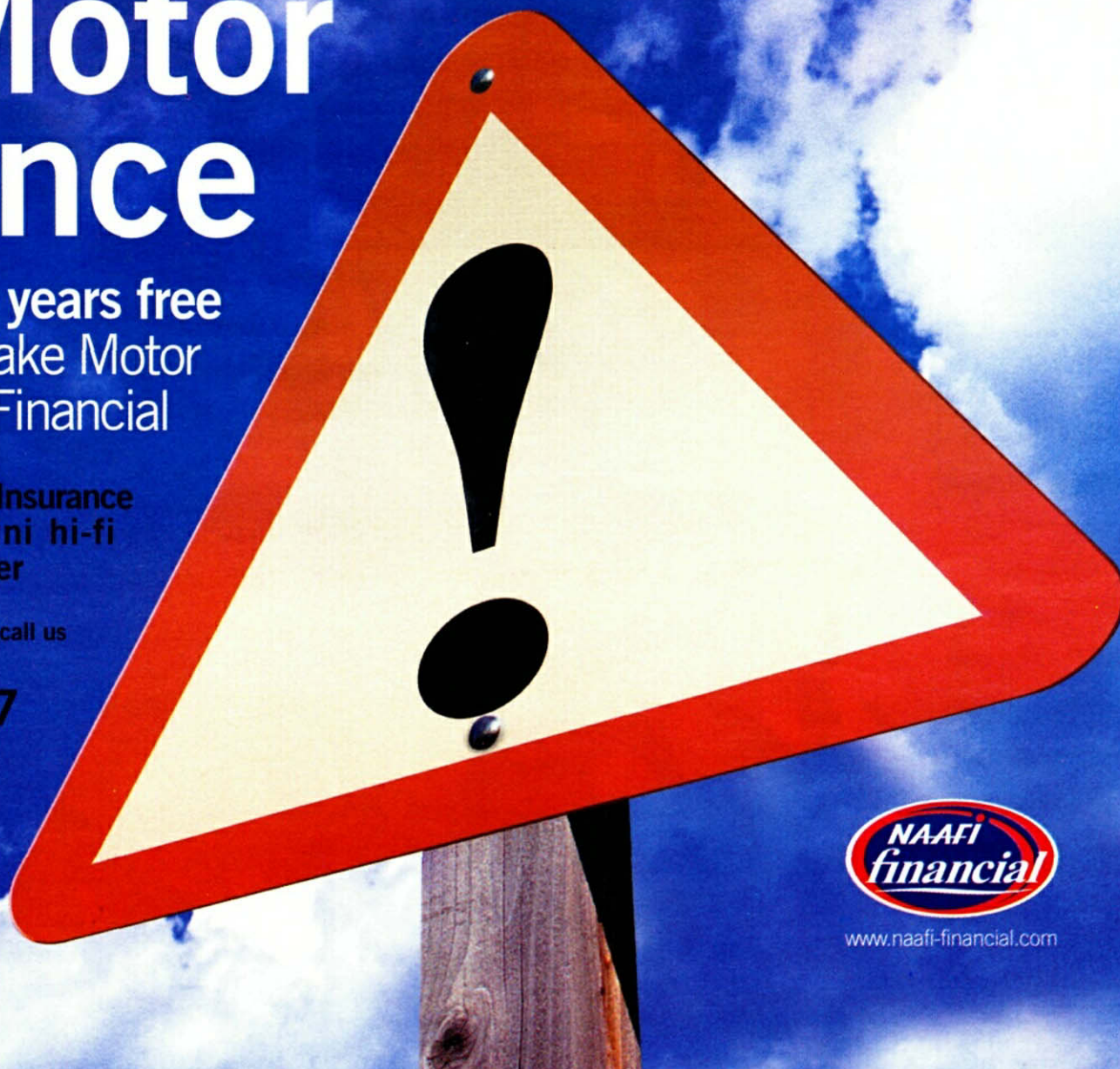
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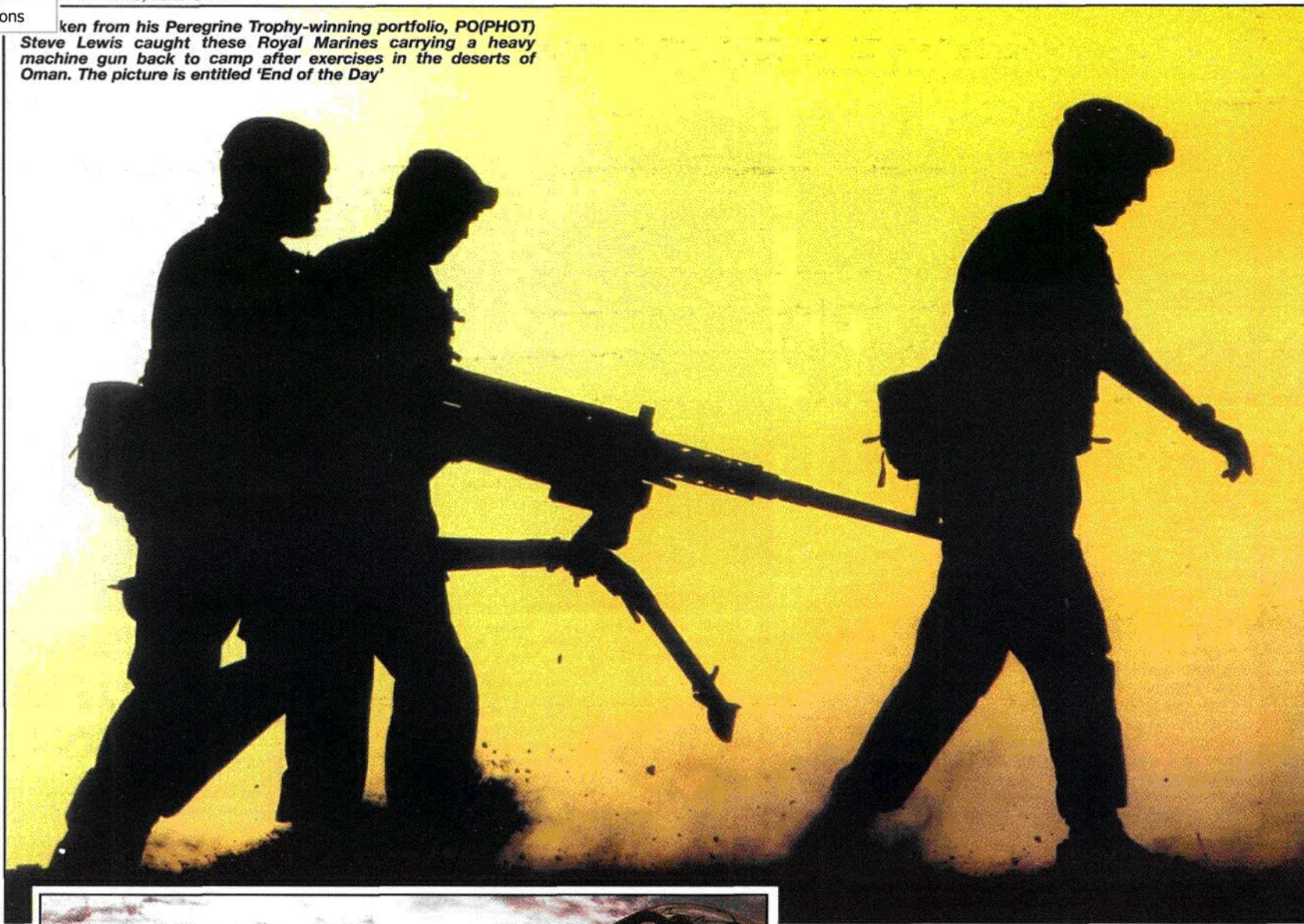
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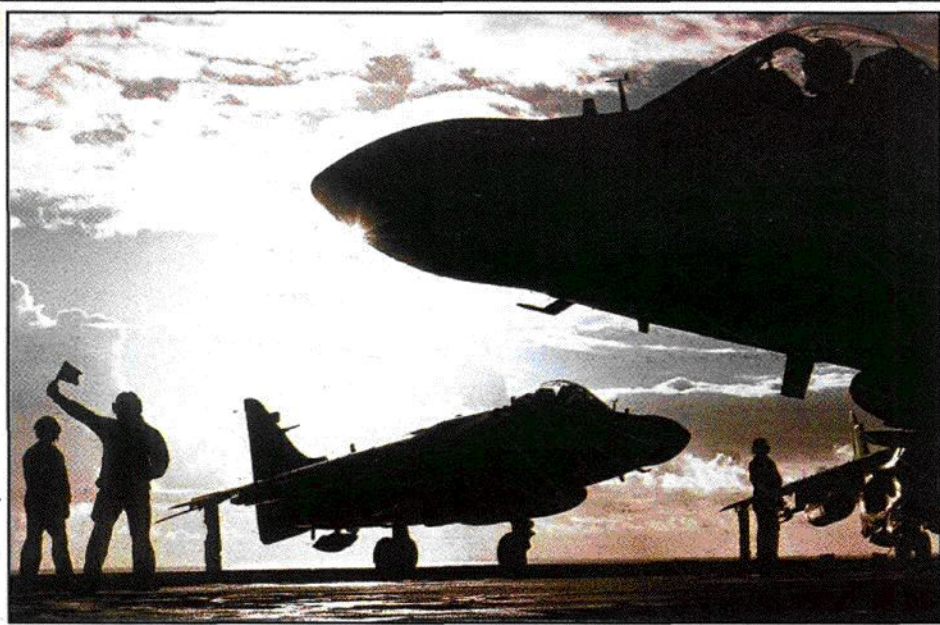


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ken from his Peregrine Trophy-winning portfolio, PO(PHOT) Steve Lewis caught these Royal Marines carrying a heavy machine gun back to camp after exercises in the deserts of Oman. The picture is entitled 'End of the Day'



● LA(PHOT) Eddie Wareing snaps HMS Endurance, winning himself



Steve snaps

ROYAL Marines photographer Steve Lewis made his mark on this year's Peregrine Trophy competition by walking away with three major prizes.

PO(PHOT) Lewis, currently with the

Surface Fleet Photographic Unit (SFPU) at Tipner in Portsmouth, won the top trophy itself, the Commandant General Royal Marines prize, and the RN Photographer of the Year award for pictures taken during his deployments with 3 Commando Brigade Royal Marines.

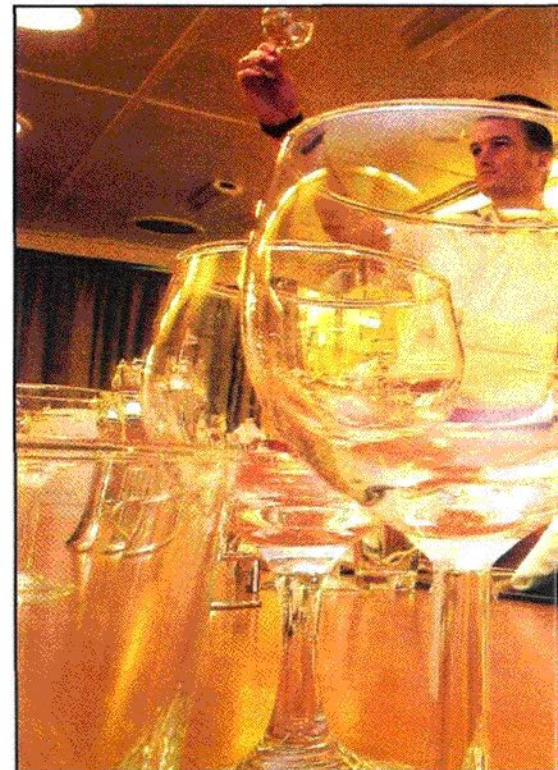
He is thought to be only the third individual to take the top award, which usually goes to a team of Naval photographers.

"Obviously I am very pleased to get the three main awards," said Steve, who has served 12 years as a

Naval photographer.

PO(PHOT) Dave Coombs was part of the photograph 'Chain Gang', maintainers with 800 Naval Air Squadron. Coombs' picture of Sea Harriers on the Ark's flight deck

The competition judges for the standard those poring over the press photographs. Photojournalism at Prizewinners: BAE Systems Sheehan (Fleet); 2



● STD Danny Zannelli's handiwork in preparing for the ship's ill-fated global deployment was snapped by

● PO(PHOT) Dave Coombs was part of the photograph 'Chain Gang', maintainers with 800 Naval Air Squadron. Coombs' picture of Sea Harriers on the Ark's flight deck



...ed this 'Seal of Approval' while in Grytviken with
...f the top prize in the Open category



s up a treble

...r.
...e Coombs also scooped a
...hile on board HMS Ark
...e Navy News Trophy for a
...en at the Golden Jubilee
...Forces in Portsmouth.
... again won praise from
...ard of entries - among
...he pictures was renowned
...r Paul Delmar, Head of
...Sheffield College.

Amateur Award: 1, Cdr
...2, Maj D. Fielder (RMR)

(HMS Bristol); 3, LA(METOC) G. Pool (HMS
Endurance)

Navy News Trophy: PO(PHOT) Dave
Coombs (HMS Ark Royal)

Royal Navy Student Award (sponsored
by Solent Audio Visual): LA(PHOT) Sean
Barlow (HMS Drake)

Open category (sponsored by Ilford
Imaging UK Ltd): LA(PHOT) Eddie Wareing
(HMS Endurance)

Technical Excellence Award (spon-
sored by Fujifilm UK): LA(PHOT) Mike
Handy (HMS Heron)

The Digital Enhanced Image Award

(sponsored by Nikon UK Ltd): PO(PHOT)
Dave Coombs (HMS Ark Royal)

The Maritime Books Trophy:
PO(PHOT) Brum Clews (HMS Drake)

Personnel at Work (sponsored by
Hassleblad UK Ltd): LA(PHOT) Terry
Seward (FPU)

**The Commandant General Royal
Marines Prize** (Sponsored by Agfa (UK
Ltd): PO(PHOT) Steve Lewis (3 Cdo Bde
RM)

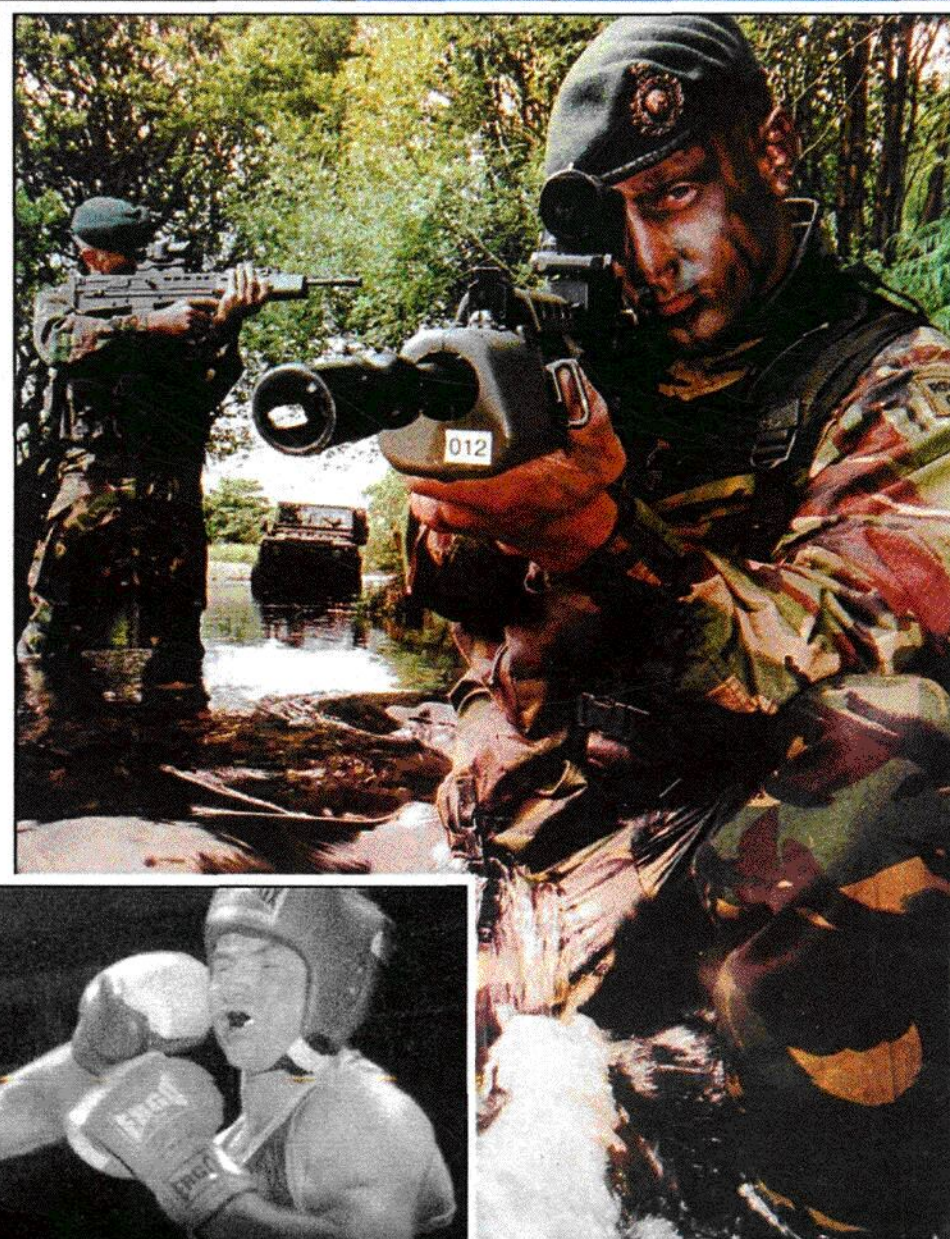
Kodak Award for Sports Photography:
LA(PHOT) Seward (FPU)

The CMS Public Relations Prize (spon-
sored by Complete Mini-Lab Services):
PO(PHOT) Dave Coombs (HMS Ark Royal)

**The Agusta Westland Maritime Air
Prize** (sponsored by Agusta-Westland
Helicopters Ltd): PO(PHOT) Dave Coombs
(HMS Ark Royal)

RN Photographer of the Year (spon-
sored by Calumet): PO(PHOT) Steve
Lewis (3 Cdo Bde RM)

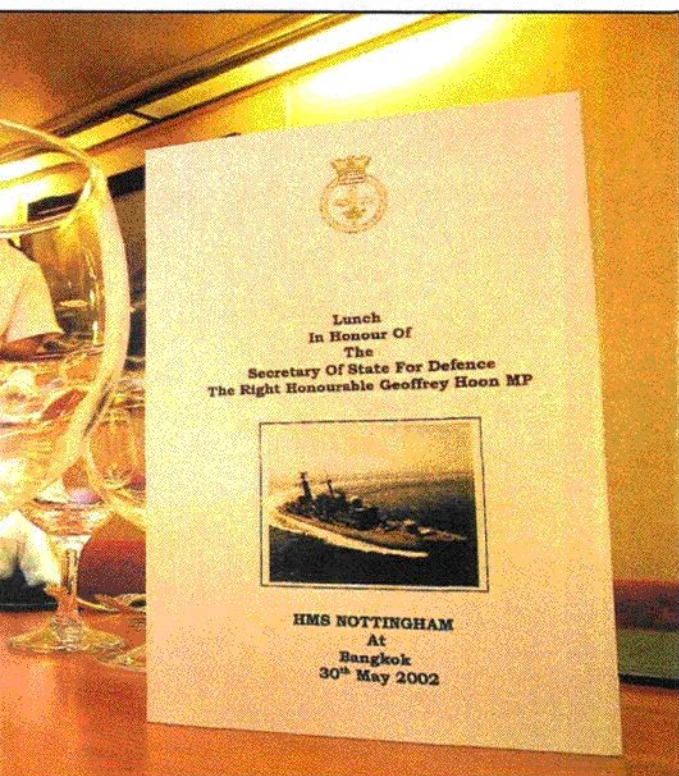
Peregrine Trophy (sponsored by BAE
Systems): PO(PHOT) Steve Lewis (3 Cdo
Bde RM)



● These Royal Marines on exercise near Faslane in Scotland won LA(PHOT) Stevo Russell-Stevenson a Highly Commended award in the Technical Excellence section

● FPU photographer CPO(PHOT) Dizzy da Silva's entry in the Digital Montage category (top) is entitled 'Blue Moon'

● LW(PHOT) Lcuisse Weaver of the Fleet Photographic Unit caught this image, entitled 'Ouch', during a bout between a Royal Marine and a Fleet Air Arm fighter at HMS Nelson (left)



...the visit by Defence Secretary Geoff Hoon to HMS Nottingham during
...y LA(PHOT) Jon Hamlet of FPU (above)

...phic team on board HMS Ark Royal when he took this picture of the
...dron (left). This image won the CMS Best PR Picture category. PO
...eck (above left) won the Agusta Westland Maritime Air Prize





At Your Leisure

THE POPULAR concept of a Nelsonian surgeon, accepted uncritically by the majority of writers, is chiefly derived from Tobias Smollett, who served as a surgeon's mate in Vice-Admiral Edward Vernon's disastrous expedition against Cartagena in 1741.

He described his experiences in his novel *Roderick Random*, which may have been an autobiography.

What novelists have often failed to appreciate is that Smollett was caricaturing naval life of the period and he gives himself away when describing Random's examination at Surgeons' Hall to decide his suitability for naval service.

"If," said one of his examiners, "during an engagement at sea, a man should be brought to you with his head shot off, how would you behave?"

"After some hesitation, he tactfully answered 'that such a case had never come under his observation, neither did he remember to have seen any method of cure proposed for such an accident in any of the systems of surgery he had perused!'"

For a different example of the 18th century naval surgeon, we might turn to a contemporary, John Atkins, who had vast naval experience, both of tropical medicine and naval surgery and published books on these subjects in 1735 and 1742.

An independent thinker, he was always ready to challenge authority where traditional practice was in conflict with his own practical experience. While serving on the African coast in HMS Weymouth, he was the first medical observer to describe African sleeping sickness and probably the first to describe cerebral malaria.

Coarse, ignorant, fuddled by drink? Naval surgeons in the time of Nelson have always had a bad press, but **Surgeon Admiral Sir James Watt** says they really were –

A cut above the rest



● **WORK OF FICTION:** Tobias Smollett (1721-77) created a largely false picture of the naval surgeon in his novel *Roderick Random*

He associated typhus fever with dirt, infestation, overcrowding and inadequate ventilation long before later medical reformers recognised the influence of such factors. A skilled and successful surgeon, he established principles of casualty management far in advance of his time and not fully appreciated until the 20th century.

They included methodical planning, with clean, polished instruments laid out in order on a linen cloth, threaded needles, ample clean water and an antiseptic solution, two sea chests as operating tables covered with clean cloths and a receptacle for dismembered limbs.

He recommended that casualties should be sorted into three categories to allow the surgeon to deal rapidly and effectively with those requiring immediate surgery, with priority to be given to the arrest of haemorrhage. Less serious cases were treated by surgeons' mates. He practised scrupulous cleanliness, antiseptics and the thorough debridement (removal of dead tissue) of wounds.

Nelson, who as much as any sailor had experienced both the ravages of sea diseases and injuries sustained in action, was as quick to adopt his surgeons' recommendations as he was to promote their interests: "The great thing in all military service is health," he

wrote, "and you will agree with me that it is easier for an officer to keep men healthy, than for a physician to cure them."

With his customary percipience, he anticipated the world-wide requirements of the Navy for lemon juice to combat scurvy and virtually turned Sicily into a vast lemon-juice factory through his physician of the fleet, John Snipe.

In fact, it can be argued that Nelson's enthusiastic pursuit of health at sea in terms of the nutrition, hygiene, exercise and preventative medicine recommended by these naval reformers was as important to his success as his own tactical brilliance.

The most up-to-date textbook on naval surgery available in Nelson's day was a two-volume work by a naval surgeon, William Northcote, published in 1770. Though intended for younger surgeons and mates, it was merely a review of many authorities throughout history, from which he attempted to draw some basic principles, but his practical recommendations were those of John Atkins.

Like Atkins, Northcote emphasised cleanliness and condemned the use of the cautery to arrest bleeding, recommending instead the precise ligation of blood vessels.

Like Atkins, he underlined the need to remove all in-driven material and pointed out, as Atkins had done, that the finger was the most sensitive probe. If amputation was inevitable, it should be carried out immediately, before the patient began to deteriorate.

By the Nelson era, therefore, surgeons had profited from the contributions of their predecessors and many even changed into white linen suits before operating. Nevertheless, they still had to contend with the deafening noise of battle, as overhead guns were loaded and run out to the shouted orders of the gun captain on a cramped and crowded deck pounded by running feet.

Sometimes a gun would explode or flames ignite loose gunpowder, there would be the rattle of marine muskets or perhaps the savage repulse of enemy boarders armed with cutlasses, each successive event adding its quota to the increasing number of wounded brought to the wilting surgeon below, overwhelmed by the mass of sweating, semi-naked bodies of sailors in every state of wretchedness: arms and legs shattered, breathing laboriously from chest wounds, unconscious from head injuries, blackened and blistered from burns or bleeding from a major blood vessel.

There were, of course, surgeons of the type caricatured by Smollett and described in naval memoirs of the period – coarse, ignorant and fuddled by drink – but they were the exceptions and, like eccentric captains, were remembered for that reason.

The number of compound fractures and traumatic avulsions (tearing away) of limbs made naval surgeons experts at amputation. As John Atkins had insisted, strict cleanliness was observed in the treatment of wounds. The skin was washed and often shaved, the wound irrigated with an antiseptic



● **NEAT JOB:** Nelson's right arm, smashed by a missile at Tenerife in 1797, was successfully amputated on board HMS Theseus by his surgeon, Thomas Eshelby

solution – wine is an antiseptic – and all in-driven material removed, before the wound was closed by strips of adhesive plaster, with drainage where necessary, and sealed by a strip of linen fixed by mastic and roller bandages applied by an assistant.

If amputation was required, two tourniquets were usually applied to cause temporary anaesthesia of the limb before a rapid amputation, often of a simple circular type in the interests of speed, although as early as 1671 James Yonge, senior surgeon at the naval hospital in Plymouth, had used a flap of skin to cover the stump as we do today.

He was a mentor of John Atkins and he, too, insisted upon scrupulous cleanliness, a key factor in his success.

After the amputation, the tourniquets were removed and the bleeding blood vessels seized by forceps and tied with waxed thread; the edges of the stump were then brought together by strips of adhesive plaster, leaving a temporary cotton drain to take away fluid and prevent infection, the stump being supported by a special method of bandaging. Morphine was given post-operatively to relieve pain.

One area in which Nelsonian surgeons fared less well than their predecessors was in the treatment of burns. Fire was always a hazard in naval vessels and even recently, only the important research conducted by naval surgeons prior to the Falklands conflict enabled the worst complications from burns caused by Exocet missiles to be avoided.

While previous surgeons had established admirable principles for the management of burns of every stage and type, Nelsonian surgeons were issued with lotion and ointment containing lead, which was absorbed and caused a high mortality rate.

Finally, there were injuries sustained by boarding parties. The typical cutlass wound was an oblique incision across the wrist, dividing nerves and blood vessels and requiring immediate suture. Wounds from a tomahawk were confined to the head and face; they might fracture the skull or slice the cheek from the bone.

Pikes were run through the chest and such wounds required immediate drainage. A rapier or the bullet of a pistol often passed through the throat, with haemorrhage difficult to control and a drain necessary for the entire track. Some Nelsonian surgeons lowered the blood pressure in such circumstances by blood-letting to allow the blood to clot if the bleeding vessel could not be found.

Nelsonian surgeons were therefore well-briefed and demonstrated their resourcefulness when confronted with this type of injury. In October 1803, naval servant Mark Jackson attempted suicide by cutting his throat on board HMS Tonnant. The surgeon, David Flemming, noted that the outer coat of the common carotid artery, which supplied an important part of the brain with blood, had been damaged. Later, after a violent fit of coughing, the artery ruptured

and deluged the patient with blood.

Flemming immediately cut down on the artery and tied it off which, he said "put an effective stop to any further loss of blood."

It was the first recorded case of a successful ligation of the common carotid artery.

The most dramatic achievement of all was carried out by Ralph Cumming in the naval hospital at Antigua in 1808. Cumming was a surgeon of great experience, who had treated the most serious casualties from the Battle of Copenhagen while serving in the naval hospital at Yarmouth.

The patient, a young sailor, had his arm torn off at the shoulder by a cannon ball from a fort at Guadaloupe and the shoulder bones were so shattered that Cumming was obliged to carry out an operation never previously described; a forequarter amputation, involving the removal of the entire arm, collar bone and shoulder blade and demanding an intimate knowledge of the region's complicated anatomy.

It was brilliantly successful, the young sailor presenting himself later at Greenwich hospital with a healed scar to claim a pension.

Meanwhile, Cumming and his small son had succumbed to yellow fever, the price paid by countless naval surgeons for devotion to duty.

Nelson was frequently in the hands of his surgeons and came to trust them and promote their interests. Discussion of his own numerous illnesses and injuries would require a separate article. Suffice it to say that, in addition to his injuries, he suffered from malaria, scurvy and tropical sprue, a chronic infection of the bowel characterised by diarrhoea, inadequate absorption of nutrients, loss of weight and depression.

His injuries were numerous: his right eye at Calvi, Corsica in 1794; his right arm, mangled by a missile at Tenerife in 1797 and subsequently amputated by his surgeon Thomas Eshelby on board his flagship HMS Theseus.

At the Battle of the Nile in August 1798, he suffered an injury to the right side of his head and was successfully operated upon in the cockpit of HMS Vanguard by his surgeon, Michael Jefferson.

He was finally struck down at Trafalgar by a bullet fired from the mizzen-top of the French flagship Redoubtable, which penetrated the left lung and damaged the left pulmonary artery and the spinal cord – fatal injuries which left his surgeon, William Beatty, powerless to intervene despite the great advances in naval surgery during Nelson's lifetime.

□ The full version of Surg Adm Watt's article *Naval Surgery in the Time of Nelson* appears in *The Age of Sail – The International Annual of the Historic Sailing Ship Vol 1 2002-2003*, edited by Nicholas Tracy (Conway Maritime Press £30)

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NOT SO HAPPY LANDINGS . . .

APPREHENSIVE trainee pilots are seen here watching one of their colleagues attempting a deck landing – before having a go themselves!

The picture, taken on board HMS Courageous in 1939, is included in *Fairey Swordfish & Albacore* (Crowood £25) by W. A. Harrison.

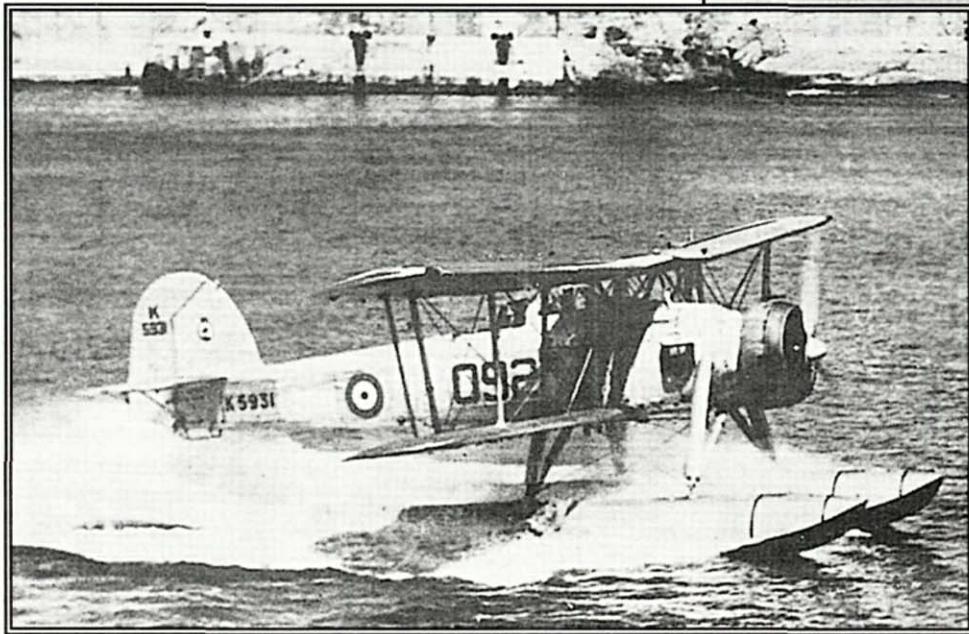
The pilot in the foreground (right) is PO Fred Rice, who went on to fly a Swordfish floatplane from HMS Warspite during the Norwegian campaign and win a DSM.

This was in the Second Battle of Narvik. Rice was flying up and down Herjangs Fjord (his observer, Lt Cdr W. L. M. Brown, said it was like flying up a tunnel as clouds stretched across the tops of the mountains on either side) when he came across U-64 at Bjerkvik.

Diving to 300ft, he released his 250lb bombs, the first hitting the submarine's bows and the second either hitting or getting a near miss. As they flew over, the Telegraphist Air Gunner LAC M. G. Pacey raked the conning tower with his guns, while return fire damaged the aircraft's tailplane, making the controls sluggish.

U-64 sank within half a minute, the first U-boat to be lost to an aircraft in World War II. Lt Cdr Brown received a DSC – but the TAG, as was often the case, got nothing.

The Swordfish floatplane pictured below tacking across Valletta Harbour, Malta in 1936 is K5931 '092' of No 705 Flight. Some pilots said the take-off, flying and alighting speeds in this aircraft were all the same!



Communication breakdown over Jutland outcome

THE APPARENTLY endless arguments over the last great fleet gunnery duel continue with a study that relies heavily on personal accounts.

This is a winning formula in popular histories of World War I, exemplified in Lyn MacDonald's best-selling series, and certainly *Jutland 1916 – Death in the Grey Wastes* (Cassell £25) is more accessible for it, although on command and control aspects authors Nigel Steel and Peter Hart could hardly hope to better Andrew Gordon's acclaimed *The Rules of the Game* (John Murray 1996).

They come to the usual conclusion that, heavier British losses notwithstanding, Jutland was a strategic victory for the RN in that it effectively kept the German fleet bottled up for the rest of the war.

For the rest, nothing can beat the voices of on-the-spot witnesses in conveying the full horror of the business.

During the night action, the furious exchange of fire at close range between opposing light cruisers – "probably unprecedented in modern naval warfare" – is described by Lt Stephen King-Hall in *HMS Southampton*:

"The range was amazingly close – no two groups of such ships have

ever fought so close in the history of this war. There could be no missing. A gun was fired and a hit obtained – the gun was loaded, it flamed, it roared, it leapt to the rear, it slid to the front – there was another hit.

"But to load guns there must be men, flesh and blood must lift the shells and cordite, and open and close the hungry breeches. But flesh and blood cannot stand high explosives and there was a great deal of high explosive bursting all along HMS Southampton's upper deck from her after screen to the fore-bridge.

"The range was so close, the Germans' shots went high, just high enough to burst on the upper deck and around the after superstructure and bridge.

"And in a light cruiser that's where all the flesh and blood has to stand. So in a very few seconds my guns stopped firing, all through lack of flesh and blood – it was a great pity.

"In fact, the Sergeant Major, with a burnt face, and myself seemed to be the only bits of flesh and blood left standing . . ."

In HMS Tiger the stench of battle was not easily washed away, as

AB Victor Hayward remembered: "... an awful smell had penetrated all over the ship and we had to get busy with buckets of disinfectant and carbolic soap. Human flesh had got into all sorts of nooks, such as voice pipes, telephones, ventilating shafts and behind bulkheads.

"I remember helping to clear the port flour store of that glutinous mass of water and flour; it was like trying to clear out a huge pastry-mixing bowl, and we humans were the currants!"

Whatever the final outcome, Jutland was an immediate public relations disaster for the Royal Navy, thanks in part to the first communicate issued by the Admiralty, which showed all the signs of having been written by committee (always a recipe for disaster in communications).

It gave a bald description of the losses and crucially "failed to mention that the Grand Fleet had been left in control of the seas, or that the Germans, to put it bluntly, had fled for their lives".

The newspapers mostly took their lead from the tone of this release – and naturally the civilian reaction was one of stunned and horrified disbelief

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The pipe is to invite you to submit any: humorous, hazardous, haunting or horrifically quirky comments, anecdotes or short stories for possible inclusion in a book to be published this year about RN & MN foul-ups both ashore or afloat. Agreed payment and/or acknowledgement given on publication.

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NoticeBoard

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the March headlines of past decades...

40 years ago

REPORTS came in to Navy News of the company of HMS Protector enjoying the opportunity of a spot of sun-bathing in the Antarctic. The ship insisted that in sheltered spots on sunny days it was possible to enjoy modified sun-bathing on the rocks of the British Antarctic Survey Base at Adelaide Islands. The sailors also got to experience the thrills of night-time skiing in the midnight sun of the Antarctic south.



● HMS Protector

30 years ago

THE first eight women arrived as officers under training at Britannia Royal Naval College. The women, a mix of Nursing Sisters and Seniors were the first of an annual intake of 40 from the Queen Alexandra's Royal Naval Nursing Service to go to the college for a fortnight introductory course.

20 years ago

DENTISTS from the Royal Navy travelled up the Amazon to take treatment to the people of this remote area. Even here it seemed the effects of the western diet was beginning to rot the teeth of the native people. The two dentists were part of the British Joint Services Hovercraft Expedition to Peru, and offered impromptu medical sessions from within grass-roofed huts.

Deaths

Marine Shaun Anthony Wills. UKLF CSG. Road traffic accident. January 4.

Rear Admiral Antony Davies. Served in Royal Navy from 1926-66. Served in the tribal destroyer HMS Cossack, which rescued 299 seamen from the German prison ship Almkamp, and was at the sinking of Bismarck. Survivor of the sinking of HMS Cossack (Gunnery Officer). Also served in Barham, Danae, Despatch (third cruiser squadron), Duncan (eighth destroyer flotilla), Excellent, St Angelo, Nereide, Terror, Repulse (Gunnery Officer), Drake, Indefatigable (Gunnery Officer), Triumph (Commander), Pelican (CO), Greenwich, Deputy Director, Far East Fleet, Captain of the Fleet, Personal Officer to Admiral Gladstone, Admiralty Naval Intelligence, Deputy Director, Head of British Defence Canberra as Rear Admiral, then warden of St George's House Windsor Castle. HMS Cossack Association and many others. President of Swindon RNA for 17 years until retiring in 2000. Aged 90, January 14.

Capt Stan Darling. Australian U-boat hunter in WWII and winner of three DSCs. Lt Cdr in RANVR at start of WWII, and submarine specialist in the use of sound in detecting underwater targets. Loaned to RN in 1940. CO of Loch Killin and Loch Lomond, then shore base HMAS Rushcutter. Awarded first DSC for sinking U-333 in July 1944, then a bar for sinking U-736 seven days later. April 1945 sank U-1063, the last German submarine to be sunk in the Channel, and earned second bar to DSC. Aged 95, November 18.

Cdr Edward 'Teddy' Young DSO, DSC and Bar. First RNVR officer to command a submarine. Entered RNVR as Sub Lt on outbreak of WWII, and volunteered for submarine service. Boats included: H28, Umpire (survivor of sinking in 1941), Sealion (torpedo officer), Saracen (2IC, involved in protection of Malta and received DSC for sinking Italian submarine Granito), P555 (ex-US submarine as CO) and Storm, where as CO he played a significant role in the war against Japan, winning a Bar to his DSC for the results of four patrols with Far Eastern Fleet, and DSO for patrols from Western Australia. Left service 1945, returning to publishing and author of 'One of Our Submarines'. Aged 89, January 28.

Major Hugh Bruce RM. Joined Royal Marines in 1937, commissioned one year later. Served: Saker, Ganges and RM Bases Eastney and Chatham and in Rodney before joining Calais Force. Captured by XIX Panzer Corps at Citadel and taken prisoner where he took part in a number of escapes. The first from Sandborstal resulted in only 40 minutes of freedom, later part of construction of 251-yard-long tunnel and 12 days on the run. After recapture escaped once more from Sandborstal before sent to Colditz Castle in 1942. Involved in a number of unsuccessful escape attempts until release in 1945. Post-war continued in RM in British Columbia, Malta and Suez, 2IC of 40 Cdo and joined Special Boat Service in 1950 to become CO in 1952. Mentioned in dispatches three times: defence of Calais 1940; Sandborstal tunnel; anti-terrorist operations in Cyprus with 40 Cdo. Retired in 1957. Chairman of the Colditz Association until 1997. Aged 83, January 9.

Lt Cdr Charles Major 'Pat' Kingsmill. Swordfish pilot who took part in the Channel Dash in 1941. Learnt to fly after volunteering to join RN. As member of FAA Squadron 825, flew Swordfish to attack Scharnhorst, Gneisenau and Prinz Eugen against heavy odds, through thick enemy fire, despite the loss of his friends and companions in accompanying aircraft, and heavy damage to his own aeroplane. After dropping his torpedo, the Swordfish was forced to ditch, and the crew was rescued by a motor torpedo boat. He was awarded the DSO. Post-war he served for 15 years in London Division RNR. Aged 82, January 1.

Beverley Griffin. General manager of the Savoy Hotel who served in RNVR during WWII in Italy, the Far East and in the battleship Duke of York. Aged 80, January 7.

Sir John Titman. Served in Navy in Far East from 1944-47. Then entered Lord Chamberlain's Office where ultimately became Secretary and Sergeant-at-Arms to the Queen. Aged 76.

Philip Alan Purvis. POCK submariner. Served 1961-83. Former HMS Ganges boy. Boats include A-class and O-class vessels. Latterly member of MOD Guard Service at Portsmouth. Aged 56, January 12.

Lt Cdr Robert Charles Baller. Served as Marine Engineering officer 1964-87. Ships and establishments include: Tiger, Greenwich, Fearless, Diomedea, Caledonia, Charybdis, Cochran, Neptune, Sultan, Staff Marine Engineer in Falkland Islands and Admiralty Research Establishment at Haslar. January 12.

Peter Colvin 'Bungy' Williams. AB. Served: Diana, Victorious, Hermes, Ashanti, Lincoln. Diana Association. Aged 60, January 2002.

Lt Cdr Richard 'Dick' Nuttall RNR. Fleet Air Arm Officers Association, founder member and first treasurer (as former bank manager) of the Kent Fleet Air Arm Association. Aged 80, January 6.

William Michael 'Mike' George Prowse. Chief Petty Officer and Engine Room Artificer 1st class. Served 1952-66, in amongst others: Decoy, Centaur, Devonshire (which he helped to commission) and Cleopatra. Present at Suez, Cyprus and Aden. Left the RN to work for Cammell Lairds Shipbuilders. Cleopatra and Venerables Associations. Aged 66, December 18.

Howard K. Rigg. FCMEM. Joined RNVR in 1947. Served 30 years in Alania, Loch Lomond, Obdurate, Tumult, Dainty, Yarrington, Maxton, Tonnage, Eagle and others.

Brian Arthur Beatty. Royal Marine. Served with Russian convoys. Anson Association. Belfast Association, served in ship 1948-49. Aged 82, January 1.

Norman Watkins. Ch El. Ships included Bulwark, Rhyll, Apollo, and Loch Lomond. Loch class frigates association. Aged 66, December.

William 'Bill' Bradford. CPO Tel. Served 1931-46. Ships include: Ganges, Rodney, Carlisle, Rochester, Drake (Centurion), Dragonfly, Aphis, Beagle, Dolphin, Cyclops, submarine L27. 1939-45 Star, Atlantic Star, Africa Star (mentioned in despatches) and War medal. Aged 87, October 21.

James Albert Kendall. Able Seaman. HMS Belfast Association, served in ship 1950-53 (Korea). November 21.

Jimmy Bain. AB. Served 1937-46. Ships include Pembroke, Shropshire and Kipling. Represented RN at football, and later played for Chelsea FC and Swindon Town FC. HMS Kipling Survivors Association. Aged 82, December 30 in Canada.

Wally Malkin. L. Stoker. HMS Serene Association, served in ship 1944-46. Survivor of HMS Prince of Wales. Aged 86, November 31.

Norman Clemo. Stoker 1st class. HMS Serene Association.

David Mitchell. HMS Bruce Association. Ships include Bruce and Pembroke. Aged 69, January 12.

Ian Miller. Signaller. HMS Dainty Association, served in ship 1953. September 13.

Colin Clack. Radio Operator. HMS Dainty Association. Ships include Tyne, 1950 to become CO in 1952. Mentioned in dispatches three times: defence of Calais 1940; Sandborstal tunnel; anti-terrorist operations in Cyprus with 40 Cdo. Retired in 1957. Chairman of the Colditz Association until 1997. Aged 83, January 9.

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Appointments

Lt Col N.M.B. Arding to Commando Training Centre Royal Marines as CO on 6 Jun 03.

Lt Cdr J.K. Garratt to HMS Dumbarton Castle as CO on 30 May 03.

Capt T.M. Karsten to HMS Endurance as CO on 10 Jun 03.

Cdr M.J. Robbins to HMS Excellent as CO Excellent on 18 Feb 03.

Cdr P.J. Titterton to HMS Tireless as CO on 14 Jan 03.

Lt J.H. Curry to HMS Explorer (Calliope) as CO on 7 Mar 03.

Lt R.G. Pedre to HMS

Cottesmore as CO on 17 Jun 03.

Cdr A.R. Trevithick to MWS Collingwood as CO Collingwood on 25 Dec 02.

Acting Cdr P. Jones to Fleet Diving Group (Maritime Warfare School Excellent) as CO on 6 Jan 03.

Lt Cdr D.J. Bryant to Headquarters British Forces Cyprus as Squadron CO on 13 Jan 03.

Lt Cdr J.E. Churcher to NP1008 OFS SVY as CO on 31 Oct 02.

Lt Cdr D.R. Wilson to HMS Bangor as CO on 17 Jun 03.

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Brighton, Echo, Naiad, Dainty (1967-69), Blake, Tiger, Bulwark. December 26.

Barrington Keith Halford. ME1. HMS Dainty Association. Ships include Cleopatra, Dainty (1957-60), Jewel, Camperdown, Victory (barracks), Drake. January 1.

Tommy Appleby. Stoker 1st class. Submariners Association, Derbyshire, and founder member of Submarine Old Comrades Association, Derby branch. Served 1946-48 in Thermopylae RG(D) January 9.

Geoffrey Howard Harrison. Served in Korean War in HMS Morecambe Bay. Founded and presided over HMS Morecambe Bay Association. Aged 73, January 18.

Michael B. Bird. Air Mech 1(E). Served from 1941-46. Fleet Air Association, Essex. December 31.

David Watkin. WO(OPS)(EW). Served 1964-96. Ships and establishments included: Ark Royal, CINCNAVHOME (Nelson), Dryad, Hampshire, Victorious, London, Danae, Lincoln, Leander, Euryalus, Bristol. Aged 57, January 12.

James 'Sharkey' Ward RM. Served in Vanguard and Ark Royal. December 28.

Ron Davis. Petty Officer. Served in RN 1942-46. Ships and establishments included: Raleigh, Asdic course at Campbeltown, Humberston, East coast patrol, North sea in convoy escort, and Mediterranean operations off Sicily and Salerno, involved in D Day supporting US landings on Omaha Beach, Chatham for trade test, drafted to Australia as shipwright before return to UK 1946. November 30.

S.G.B. Marjoram. Chief GI. Ships included: Ajax (River Plate), Havoc (Mediterranean), Ganges (as CGI). Aged 82, January 11.

John Sharpe DSM. Chief PTI. Served 1929-61. Ships include: Malaya, Warspite, Fowey, Glasgow, Argonaut, Colossus, KGV Maidstone and Loch Kilsport. Glasgow and Club Swingers Associations. Aged 91, December 7.

Alan 'Blondie' Partridge. Aircraft Handlers Association, served for many years from 1948. December 20.

Don Delaney. ME1. HMS Cheviot 1958. January 20.

Lt David H. Brookes. Joined RN as Boy Seaman aged 16 and left Navy in 1970, when settled in South Africa. Served in Vengeance, Ceylon, GPV 959, Comus, Adamant, Acute, Loch Lomond, Lynx and Ajax. Aged 72, December 22.

Sergeant S. Tomlinson RM. Royal Marines 42 Commando. Served from 1944-64. January 20.

Lt Cdr Ron Maynard. Served in Tribal destroyer HMS Cossack at the rescue of 299 seamen who were prisoners on the Almkamp in Norway. Also at the second battle of Narvik and with Cossack at the sinking of the Bismarck. Cossack Association, and welfare officer for many years.

Lt Jim Rogers. Communications branch. Joined as boy seaman at Ganges, served in Hogue, Finestere, Mauritius, Brave Swordsman, Triumph, Mercury, Bacchante, Juno, Birmingham and Dolphin. As Lt RNR was last CO with the NCS at HMS Tamar, Hong Kong. Aged 60, January 25.

Harold Leo Lester. Chief Shipwright. Served in RN from 1934-59. Ships include: Eagle and Diamond. Mentioned in dispatches 1945. Korea and UN medals. Aged 84, January 23.

Jack Barker. Leading Steward. Served 1941-45. Head Steward, Queen Mary, before serving in Royal Navy. HMS Stalker and 809 Squadron Association. January 2002.

Ian Andrews. Sub Lt RNVR (Radar). HMS Stalker and 809 Squadron Association. April.

Lawrence Bicknell. Elec Artificer. HMS Stalker and 809 Squadron Association. September 27.

Ernest Conner. W/M L, degauzing equipment. HMS Stalker and 809 Squadron Association. September 2.

Jack Massey. CPO W/T. HMS Stalker and 809 Squadron Association. HMS Stalker 1941-45, HMS Easton and Naval Air Base Yeovilton. January 9.

Ronald 'Sticks' Pratt. Royal Marine Bugler. Served in Maidstone, Vanguard, Ceylon (at Korea), and Vengeance. HMS Ceylon Association, founder member and vice president. January 25.

Ken 'Doc' Pantling. Joined 1945 as Boy Seaman at HMS Ganges, served 1945-47 as L/Boy, PO/Boy and Instructor Boy. Served in Gulf in Challenger 1947-48. Transferred to become SBA, served RNH Haslar, Stonehouse and Bighi, HMS Daring (SBPO), RNH Stonehouse (Lab Technician). Left service 1957 with TB. HMS Daring Association. Aged 73, January 21.

George Alexander McCourt. Joined RN as Boy Seaman in 1927, served at China Station, and ships include Dorsetshire and fired the torpedo which finally sank the crippled Bismarck in 1941. January in South Africa.

Timothy Petken. Petty Officer Radio A/W. Served through WWII. Fleet Air Arm Association, Essex branch. January 29.

Cdr Frances Alan Swanton DSO DSC. CO 812 NAS and Air Group Commander 14th Carrier Air Group, HMS Glory (1951-52) in Korea; CO of NAS 747 (1943-44), 828 (1944-45), 767 (1946), and 814 (1947-48). Ships included: Implacable, Theseus, Vengeance, Grebe, President, Goldcrest and Afrkaner. 14th Carrier Air Group Association. Aged 85, January 26.

Philip Ives. Leading Seaman. Served in Navy 1937-46. Ships included York (1937-39), Flamingo (Norwegian campaign, Tobruk and Red Sea convoys), Kingston (Tobruk, 'spud runs' and Crete evacuations 1941), Sussex (Far East - survived kamikaze attack off Phuket island in 4" turret, took surrender at Singapore 1945). Later served in Kent constabulary. Aged 82, January 21.

Richard William John Helyer. ON. Ships and establishments included: TS Arcthusa (Boy 1929-31), Ganges (1931-32), Curacao (1932), Royal Oak (Ord S 1932-34), Pembroke (1934), Emerald (Able S 1934-37), Pembroke (1937-38). January 6.

Geoff Harrison. L/Sea. HMS Morecambe Bay Association, chairman. Ships included: Excellent, Duke of York, Morecambe Bay.

T.E. 'Tom' Appleby. Stoker 1. Submariners Association, Derbyshire branch. Submarine service 1946-48. Boats included: Thermopylae RG(D). Aged 74.

B. 'Brian' Cook. CMEM(M). Submariners Association, Gosport branch. Submarine service 1967-88. Boats included: Olympus, Thermopylae, Onslaught. Aged 55.

R.J. 'Bob' Le'Mon. Tel. Submariners Association, London and Merton branches. Submariners included: Totem, Ambush, Amphion, Selene. Aged 70.

V.J. 'Vic' Spree. AB LTO. Submariners Association, Dolphin branch. WWII submariner in service 1943-46. Boats included: Tribune, X24, X4, X25, E4 and Vox. Aged 80.

F.L. 'Les' Tranter. PO 2nd Cox'n. Submariners Association, Warwickshire branch. WWII submariner, served 1943-49. Boats included Taku, Trident. Aged 83.

G.A.S. Offen. WO MEA(P). Joined RN as Artificer Apprentice in 1954. Entered submarine service in 1962, left RN 1989. Submariners included: Andrew, Thermopylae, Grampus, Porpoise and Finwhale. Aged 63.

Roland William Dabson. LSA. Served 1943-46 in Bristol, Royal Arthur, President, Pembroke and with COPRA. Aged 76, January 8.

Lt Cdr Innes Hamilton DSC. At one point HMS Penelope Association. January 30.

Dennis Kidd. AM1(E). Fleet Air Arm Association, Watford. Served 1943-46. December 16.

Arthur Bowers. AM(O). Fleet Air Arm Association, Watford. Served 1943-46.

Michael Bird. AM(E). Fleet Air Association, Essex. Served 1941-46. December 31.

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ASSOCIATION OF RN OFFICERS

Lt A.W. Baker. Served: Britannia.

Capt R.A. Begg. Served: Newcastle, Troubridge, Ferret, Birmingham, Eagle, President, Corunna, Lynx, Phoenixia, Drake, Kent and Excellent.

Surg Vice Admiral Sir Eric Bradbury. Served: Pembroke, Victory and Naval Hospitals Chatham and Haslar.

Capt M.K. Cavenagh Mainwaring DSO. Served: Snapper, Tuna, Adamant, Protector, Peacock, St Angelo, President and RNAS Instop.

Lt Cdr C.J. Collingwood. Served: Brazen, Lynx, Vernon, Boxer, President, Victory and Tamar.

Lt E.T. Creswick. Served: Goldcrest, Sanderling, Eagle, Seahawk and Daedalus. Sub Lt E. Day. Served: Belfast and Heron.

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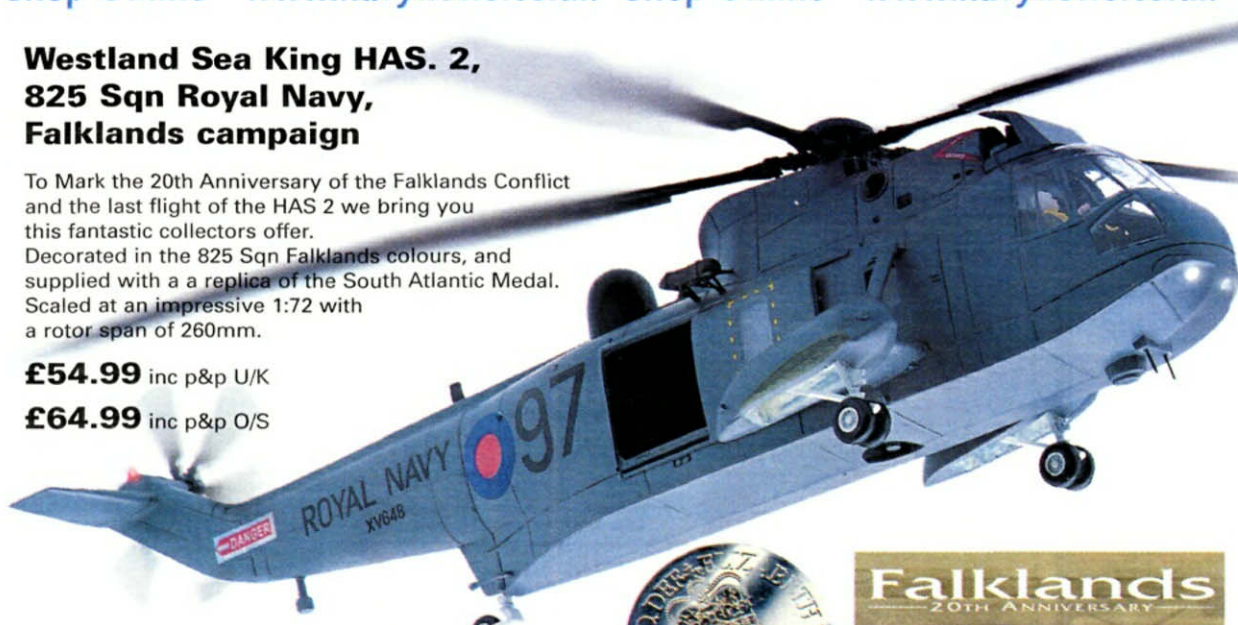
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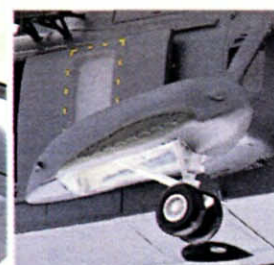
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Royal Naval Association

Enfield put out welcome mat

ENFIELD branch was delighted at the success of its 56th annual dinner, which was attended by members of the Cheshunt branch as well.

Messmate of the Year was branch chairman S/M Jim Meader, and Associate of the Year was S/M Hazel Short.

S/M Nick Morris was made a life member for his work and dedication to the branch and Association over the years – he has been a delegate for 14 years and social secretary for 12 years.

Durban branch mourn death while Natal group pay visit to British auxiliary

Farewell to Geoffrey

Shipmates visit RFA oil tanker

FROM South Africa comes news of the death of wartime veteran Shipmate Geoffrey Wingrove, one of the great characters of the Durban branch.

Well-known to all the sailing fraternity and to many visiting Royal

Navy ships, he was a familiar figure around the harbour in his jaunty sailing hat.

As an ex-PO and survivor of the wartime HMS Southampton, Geoff was tremendously proud of his Naval service and would talk about his experiences as a young sailor to anyone with time to listen.

As Captain's Cox'n aboard the Orion during the terrible evacuation of Crete, he witnessed the death of the Orion's captain, Capt G.R.B. Back – who died in Geoff's arms – and 112 members of the ship's company. Of the 1,100 soldiers aboard, 150 were killed and hundreds wounded.

When the ship reached Alexandria, Geoff volunteered with others to go down into a lighter which had been brought alongside, to assist in identifying the bodies, including that of his captain. The experience was to haunt him for the rest of his life.

Geoff's Naval career ended when he was taken by stretcher to a hospital in Pietermaritzburg, and on recovery was invalided out of the Navy.

He got married and before settling in Durban, formed the Pietermaritzburg unit of the Sea Cadets.

His love of the sea involved him in many activities.

For 25 years he taught ropework at a Durban sailing school. He re-wrote the service for burials at sea and arranged the same, going out in a harbour vessel.

He was also a regular contributor to the magazines of two major yacht clubs.

Of the many tributes at his



● S/M Geoffrey Wingrove

memorial service, the following lines from a poem written by one of his students at the sailing club sums him up: 'Who's that on the walk-on battling the gale, his arms full of ropes and an old piece of sail? There's only one man who'd go out in all that, It's Geoff Wingrove RN in his old sailing hat.'

According to his fellow shipmate, Cdr W.F. Brabrook RN (ret'd), who joined the Navy when Admiral Beatty was First Sea Lord, and retired in 1975 as an Inspector of Naval Ordnance, Geoff would have been very proud to see so many at his memorial service wearing RN ties and lapel badges.

RNA MEMBERS in South Africa welcomed a British auxiliary when she paid a brief visit to Durban for audit and repairs.

RFA Grey Rover, skippered by Capt Paul Whyte, has an executive officer – Marcus Smith – who is an active member of the RNA in the UK.

Marcus understands the importance of meeting with fellow shipmates at home and abroad, and keeping them abreast of the modern Royal Navy and Royal Fleet Auxiliary.

The visit was arranged through the liaison officer in Pretoria, so a party from Natal branch toured the ship and swung the lamp.

Natal chairman Bill Skinley presented the officers with an RNA Natal plaque, which they have been promised will take pride of place in the wardroom.

The branch would also like to remind any RN or RFA ship which visits Durban to contact them so that social events or outings can be arranged.

For details, please contact Paul Knapp by email on manatalsamweb.co.za

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The Association is for all serving and former officers, men and women of the Royal Navy, Royal Marines, WRNS, QARNNS, the Royal Fleet Auxiliary and their reserves.

For details of RNA membership, please complete the slip below.

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www.royal-naval-association.co.uk

Cyprus branch is recruiting

THE CYPRUS branch is launching a drive to bring membership numbers up to 100 by the end of this year.

The branch started with just four people in August last year, but by the time it commissioned in October around 40 members enrolled at the first meeting.

Today that figure has grown to 70 full and associate members.

Meetings are held monthly at Episkopi, and begin with business matters, followed by a more informal get-together of reminiscing shipmates in the bar.

For details of meeting dates and joining information, contact the Secretary on 252 11139.

Branch salutes veteran Frank

A FORMER sailor was spared a lonely funeral when members of the Ipswich branch were notified of his death.

Frank Jackson died aged 78 in Ipswich Hospital on New Year's Eve, and the administrator of the nursing home where he had spent his last few months was determined she would not be the only person at his funeral.

Joyce Fisk contacted the Association, who turned out in force, complete with standards, with colleagues from the Royal British Legion and the Veterans Agency to salute Frank at the service at which was held at Ipswich Crematorium.

Visiting London? Then drop in!

MITCHAM, Morden and Wimbledon branch have issued an open invitation to any RNA branch and club shipmates visiting London.

Any such groups who "wish to partake in a drink and refreshments before returning home" in the club at Colliers Wood, SW19, should contact Fred Ticehurst on 0208 540 0066.

£50 PRIZE PUZZLE



The mystery submarine in our January edition was the conventionally-powered submarine HMS Oberon.

The winner of the £50 prize for identifying her was A. Howard of Strood, in Kent.

Can you name this warship – the first of her innovative class – making her way through a heavy sea?

The correct answer wins

another £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is April 4, 2003. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our May edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 97

Name:
Address:
My answer:

Royal Naval Association



Branch News

THERE was a good turn-out for the annual general meeting of the Redruth and Camborne branch at which the committee were re-elected.

That there is no cause for concern was confirmed when the president, chairman, secretary and treasurer presented their reports.

Roughly 86 members, wives and guests thoroughly enjoyed the branch annual dinner dance, held at the Crossroads Lodge to music by Fanfare.

After Canon Roger Bush said Grace there was a silence for all personnel en route to the Gulf.

CALL it Pennies from Heaven, but the cash collected at the Deal and Walmer branch Trafalgar Dinner, attended by National Council member S/M Rick Ashby, raised sufficient pennies to provide the Deal Victoria War Memorial Hospital with a blood pressure monitor.

AS THE Task Group sailed for the Middle East, the ship's company of HMS York and her Commanding Officer, Cdr Powell, took with them the prayers and good wishes of members of York branch, as did the entire Group. Their wish for all who sailed is: "God Speed, safe sailing and a safe anchorage when all is done."

THE MAYOR and Mayoress, with 51 members and guests, thoroughly enjoyed the Llanelli branch Trafalgar Dinner at which a cheque for £500 was presented to the Mayor for the local hospice.

The honour of being president of the night fell to the son of one of the branch founder members, S/M David Matthias, ex-Gunnery Officer, now Lt Col (Army) – who did a great job.



● Len Herbert with the Greenford wreath at the Menin Gate

Tribute at Ypres

WHEN Greenford branch welfare officer S/M Len Herbert realised he would be visiting the Flanders Fields and Ypres on Trafalgar Day, he approached members of the Last Post Association for permission to lay a wreath at the evening ceremony at the Menin Gate in Ypres.

Thanks to help and advice

on procedure from G. Gruwez, M. Mottrie and Jackie, the Greenford wreath was the only one laid at the evening ceremony.

It bore the following inscription: "Laid on Trafalgar Day 2002 in memory of the Royal Naval Division and our lost generation, from the Royal Naval Association Greenford."

Ships feature on Guernsey stamp

WARSHIPS which are remembered by Navy veterans in the Channel Islands now feature on a new stamp from the Guernsey Post Office.

The Guernsey Association of Royal Navy and Royal Marines (GARN&RM) – the equivalent of the RNA – has hosted a Charybdis Memorial Weekend since the end of hostilities, and it regularly attracts up to 60 survivors or their relatives from the anti-aircraft cruiser and her destroyer escort HMS Limbourne.

Now the two ships have been given pride of place on the £1.50 Guernsey stamp in a series depicting milestones in World War II which had particular significance for the island.

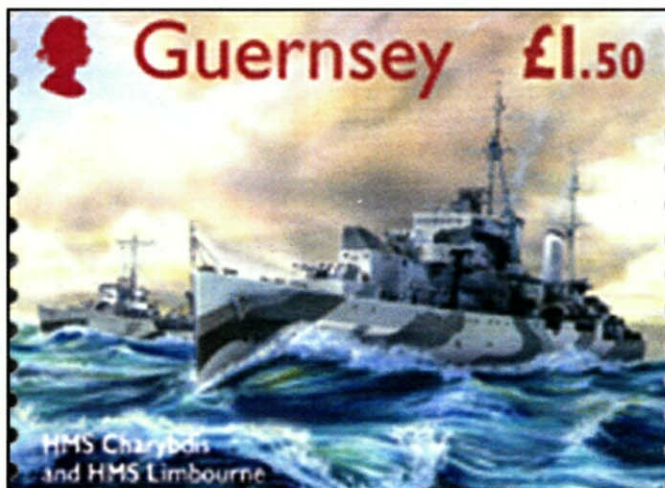
The ships were engaged in Operation Tunnel on October 23, 1943, when they were torpedoed and sunk in St Malo Bay.

Charybdis lost 460 of her crew – the biggest single death toll in the English Channel – and dozens also died on the destroyer.

Some 20 bodies were washed ashore in Guernsey from the Limbourne, and were buried by the Occupying Germans with full military honours.

More than 5,000 islanders attended the funerals in St Peter Port, bringing with them 900 wreaths.

The other stamps in this issue feature the Dambusters Raid of May 1943.



● The Guernsey Post Office commemorative stamp

For more details of the Guernsey Philatelic Bureau see www.guernseypost.com or telephone 01481 716486.

This year's memorial weekend – the 60th anniversary of the sinkings – is to be held from Friday October 3 to Sunday October 5.

Among the events planned are a dinner/dance, a wreath-laying service from a local lifeboat, a football match between a Guernsey team and a Royal Navy side, Beat retreat and a concert by the Band of the Royal Marines, and a Memorial Service at the cemetery.

Chatham prepares for Conference

AS CHATHAM, Rochester and Gillingham form part of the unitary authority of Medway, they feature prominently on the programme of events for the RNA Conference and Reunion Weekend on June 20-23.

The weekend kicks off with a reception on the Friday evening at the King Charles Hotel, Gillingham, followed on Saturday by the Conference itself in the Central Theatre, Chatham.

Delegates are to be in the theatre by 10.15am.

On the Saturday evening from 9.30pm, the dance band of the Royal Marines, Portsmouth, will provide the music for a gala dance in the Corn Exchange, Rochester.

On Sunday morning at 10.30 am, standard bearers, band and

platoons muster in Rochester Castle gardens for the parade through the town, followed at noon by a service in Rochester cathedral.

Shep Woolley will entertain in the afternoon at the Corn Exchange, Rochester, and the King Charles Hotel, Gillingham, will be the venue for an evening's entertainment.

The weekend ends with a Service of Remembrance on Monday, June 23, at 10am at the Chatham Royal Naval Memorial, Great Lines.

The Conference weekend concludes at the end of the ceremony.

An RNA Reception and Information Point will operate in the King Charles Hotel, Gillingham, from 1pm to 5pm on Friday June 20 to set delegates on their way.

Jubilee is delayed

DUE to the long illness and death of branch secretary S/M Joe Dacey, who was masterminding the event, the Golden Jubilee of the Crawley branch, which was commissioned in 1951, was delayed by two years.

During the celebrations, the scroll from Headquarters, acknowledging 50 years achievement by the branch, was presented to Mrs Irene Dacey, in recognition of Joe's untiring efforts for the branch and community.

The scroll was presented by S/M Dennis Judge, deputising for the No 1 Area National Council member.

Present at the celebrations was branch president S/M Sid French, who at 90-plus is still going strong. He is the last of those who attended the commissioning of the branch in 1951.

A second presentation will be made to the branch in the Town Hall by the Mayor, Cllr Les Hinch, in recognition of the shipmates' contribution to the community.

Janet has visitors

FOR the past nine years, Mrs Janet Harris has arranged special pre-Christmas outings for members of Royal Leamington Spa branch, known as the 'Turkey and Tinsel' four-day breaks.

Sadly, ill-health has now forced her to stand down.

In appreciation for all her work on behalf of the branch,

she had a visit from members and president S/M A. Jones in Warwick Hospital to present her with an inscribed cut-glass vase and wish her a speedy recovery.

There is no truth in the rumour that the RNA club is closing down – the premises are being offered to any association for reunions.

Tomb is restored

BEFORE celebrations begin to mark the 200th anniversary of Trafalgar, the good news is that Lady Nelson's tomb in Littleham churchyard has been completely restored, thanks largely to members of the Exmouth branch.

What prompted them to take action was a letter in the local paper, deploring the unkempt condition of the tomb.

Investigations revealed that the Church Diocese, the 1805 Society, the Exmouth Society, the Nisbet Society and the National Trust all had an input.

On obtaining permission from these societies and the National Trust, the branch got to work and cleaned the tomb, repainting its railings in a special coating.

A specialist decorator/restorer was commissioned to restore the legend on the side of the tomb, which is now perfectly legible.

It reveals that the tomb also contains Lady Nelson's son, Josiah

Nisbet, who was responsible for saving the life of Horatio Nelson, who was shot in the arm whilst leading a raid ashore.

The Exmouth branch is proud to be able to take care of such an important historical tomb.

■ Nelson's wounds – page 24

I AM RESEARCHING THE RAIDS ON ZEEBRUGGE & OSTEND 23 APRIL / 10 MAY 1918 AND LOOKING FOR FURTHER INFORMATION.

If your ancestor participated in these raids I would be interested to read their story and include them in my book on the subject.

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..CHURCHILL PAUSED, SAID SIMPLY "WHY?" AND HUNG UP..



OH YES.. I NEVER THOUGHT OF THAT.. I THOUGHT HE WAS ASKING WHY HIS AFTERNOON NAP HAD BEEN INTERRUPTED..



I SUPPOSE HE HAD GRASPED THE STRATEGIC FOLLY OF THE MOVE..

I WISH YOURS HADN'T BEEN...

Moneywise

War exclusion introduced

SCOTTISH Widows, the underwriters of Forces Safeguard, have announced a war exclusion clause for all new members joining the scheme and existing members increasing their cover from February 8.

After that date prospective

members can join the scheme on current premium and benefit rates without war cover, or with cover but with premium rates loaded by 100 per cent and benefits reduced to 25 per cent for death or critical illness claims resulting from war.

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NAAFI turns its attention to UK's deploying troops

NAAFI Financial is offering financial guidance through a new international freephone helpline to all troops being deployed.

Irrespective of whether they are NAAFI Financial customers or not, the helpline is there to offer guidance to Forces personnel who may have concerns about their financial arrangements before they leave the country on deployment.

The launch of the new free helpline aims to take away some of the stress and strain that leaving the country for an indefinite

period can bring to individuals and their families.

The free helpline number is 00800 21 22 23 24 or by e-mail to: info@naafi-financial.com.

The military finance specialists have also advised Forces personnel to review their life insurance policies in order to ensure the maximum levels of available cover in anticipation of deployments to the Gulf region.

NAAFI Financial has confirmed that standard life cover of £10,000 will be available to all existing and new customers, whether they are on standby or not.

The move follows speculation in the media recently about the withdrawal of life policies by many leading life insurers as a result of the deployment of UK troops.

Military personnel on standby will still be able to apply for standard life cover, but comprehensive life cover is unlikely to be available.

Call centre: 00800 76 76 77 77.

PFI retort

CHAIRMAN of the Committee of Public Accounts, Mr Edward Leigh MP, said that it was false and spurious to present cost comparisons between Private Finance Initiative (PFI) and conventional procurement as having a high degree of accuracy.

Mr Leigh was speaking as the Committee published its Fourth Report of this session, which examines the extent of financial savings from the PFI deal to redevelop MOD Main Building, the comparative costs of financing deals under the PFI and conventional procurement, and the risks associated with the long-term PFI contract.

The Committee found that closer attention to financing costs would have been particularly helpful in the long lead-up to the MOD closing the deal.

The full text of the report can be found on the Internet.

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Belfast birthday



Portsmouth dedicates day to Ton class

MID-MARCH will see a day devoted to the subject of the Ton-class coastal minesweepers at the Royal Naval Museum in Portsmouth.

A day-long seminar on Saturday, March 15, will look at the involvement of these ships in Naval operations at home and abroad between 1953 and 1994.

These little ships first earned their spurs during the Suez Operation of 1956 and went on into patrols in the Mediterranean during the Cyprus Emergency and the Far East during the Indonesian Confrontation.

They could be found around the world, from patrols in the Hong Kong Squadron to fishery protection along the UK coastline.

The first ships of the class were initially built from 1951 in wood and aluminium and HMS Wilton, the last, was built in 1972, the first major Glass-reinforced plastic warship, and paid off in 1994.

Over the course of their long history, a total of some 3,200 officers and 28,000 ratings served in Ton-class ships.

For further details, contact Trevor Carpenter on 023 9272 7583.

Second Swordfish pilot dies

ANOTHER celebrated Fairey Swordfish veteran has died.

Lt Cdr Tony Dixon was a Swordfish pilot in 818 Squadron and part of the attack on the German battleship Bismarck in May 1941.

The naval aviator died on January 22, aged 85.

What's coming up at Chatham

THE HISTORIC Dockyard Chatham has announced its programme of events for 2003.

The Medway Festival of Steam and Transport starts the season at Easter with a rally on April 20-21.

For details on the other events at the maritime site, telephone 01634 823807.

A 'NAVAL knees up' is promised on board HMS Belfast on Saturday March 15 when the HMS Belfast Association celebrates the old girl's 65th birthday.

The Gala Evening will include supper and a top quality cabaret show performed by the members of the Association themselves.

HMS Belfast Association was formed in December 1998, and this very special occasion will be the highlight of their fourth anniversary celebrations.

The Association goes from strength to strength and to date over 400 are active members who served as her ship's company between years 1938 to 1968.

The ship has been permanently berthed in the Pool of London, and has been open to the public as a museum ship since 1971.

All members of the Association are invited to join the celebrations on board on March 15. Tickets cost £5 and can be obtained from the organiser Ernie Smith on 01460 30651.

● HMS Belfast leaves Guam in April 1962

Hunt is on for military extras

BRITISH film and television companies are on the look-out for personnel with military experience to act as extras – and up to 300 are needed for the filming of a new series of Ultimate Force.

Two companies are leading the search for extras, or 'supporting artists' (SAs). Mad Dog Casting is one of the largest casting agencies in the UK, and e-media-c is a company which is supported by the Government through Trade partners. This firm promotes individuals to the people who book extras, through a website.

Paul Booth, the Chief Executive of e-media-c, said: "The film industry would prefer to deal with Supporting Artists with military experience even if they have no experience in front of the camera, rather than try to teach traditional Supporting Actors how to act in a military environment."

To register or request more information on working as a military extra see www.emediact.net/mp



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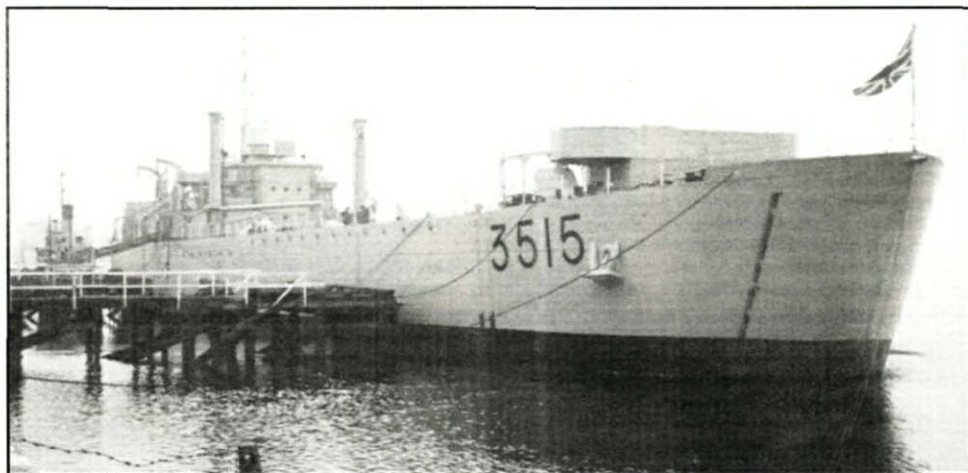
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Last breath for Stalker



● HMS Stalker as a Submarine Support Ship in Londonderry, 1966

Picture: George R. Else

THE LAST of the Mark 3 generation of Landing Ship (Tanks) from World War II has arrived at Pounds Shipyard in Portsmouth.

HMS Stalker is generating interest from associations keen to preserve her as the only survivor of her type. Dave Fricker of the Maritime Preservation Society said: "About 70 Mk 3s were built, all steam-powered and the ultimate Tank Landing Ships of World War II – of which only HMS Stalker survives."

"Hence her significance, and the degree of interest being shown in her by a wide variety of bodies and also private individuals."

The Maritime Preservation Society has notified the World Ship Trust, who have confirmed the ship's eligibility for entry in the prestigious International Register of Historic Ships. Along

with the LST/LCT Veterans Association, they are putting their efforts into saving the last large WWII Naval landing ship.

LST(3) 3515 was commissioned into the Navy toward the end of World War II, and was renamed HMS Stalker in 1947.

In her long life she has provided submarine support in Ireland and Scotland, and since then has remained in Rosyth.

Due to be demolished, Pounds Shipyard rescued her and brought her down to the south coast, primarily to preserve her unique steam plant which is the same type as the Loch and Bay class frigates of World War II.

The need for amphibious landing ships was identified by Churchill, and originally the class was nicknamed 'Winnette' in his honour.

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● Teenaged Artificer Apprentices from the Rodney class of 1920 line up for the camera, probably in Portsmouth. Old class photos can be viewed online at the Association website



● Successors to the Rodney class of 1920 look to a bright future at HMS Raleigh in this 1990s promotional photograph

Jackie's boy Tiffies clock up centenary

A GROUP of 20 promising young mathematicians and scientists who trained on a collection of warship hulks in Chatham exactly 100 years ago were the first of an unbroken line of skilled Navy engineer apprentices which continues to this day.



The growth of the German Navy at the turn of the last century was troubling First Sea Lord Admiral Sir John 'Jackie' Fisher, who feared the Continental power would overtake the Royal Navy in terms of seagoing technical expertise.

His solution was a training scheme for Boy Artificers which "would prove second to none."

The first 20 scholars from the Royal Hospital School duly presented themselves at HMS Tenedos - Jackie's first class of Tiffies.

Their experience, in spartan accommodation, with long, tedious hours in the workshop and training room, set the pattern for decades. But their reward was fast-track promotion and a good chance of a commission as an engineer officer, with several achieving flag rank.

The training, regarded as amongst the finest engineering training in the world, also stood them in good stead for a civilian career after they left the Service.

And although the syllabus has been dramatically overhauled as the Navy keeps abreast of advances in technology, it remains true that the academic and technical training given to Artificer Apprentices today is still one of the longest and most demanding courses in the Armed Forces.

One of Jackie Fisher's suc-

sors noted in the 1980s that "... it should be borne in mind that many Artificers are as well-educated and qualified as most officers."

Three centres of excellence were set up at Chatham, Plymouth and Portsmouth for training Engine Room Artificer Apprentices, but by the early 1920s training of all Tiffies - including the new Electrical and Ordnance Artificer Apprentices - had been concentrated in the Victorian hulks in Portsmouth named HMS Fisgard.

It is estimated that around 30,000 apprentices have followed in the footsteps of the first 20, many claiming allegiance to the various incarnations of Fisgard - in Portsmouth (1905-31), Chatham (1932-39), Torpoint (1939-83) and Fisgard Squadron at HMS Raleigh since 1984.

Training moved ashore in 1932 at Chatham, but a rapid rise in trainees in the build-up to war, and the need to disperse resources, led to training being split between Rosyth (later HMS Caledonia) and Torpoint (which was commissioned as HMS Fisgard).

The latter establishment took sole responsibility for all Tiffy

training and branch allocation in the late 1940s, including Shipwright and Fleet Air Arm Artificers, and consequently ship names traditionally associated exclusively with engineer training - such as Tenedos and Indus - have passed into history with the exception of Fisgard, which lives on as Fisgard Squadron at Raleigh, where Tiffies receive their initial new-entry and selection training.

Classes of this select group hold regular reunions, and it was from one of them - the Grenville 1941 entry - that the idea came about for a reunion of wartime Fisgard apprentices, then from any period at all, leading to the Fisgard Association, which boasts a membership of around 1,300.

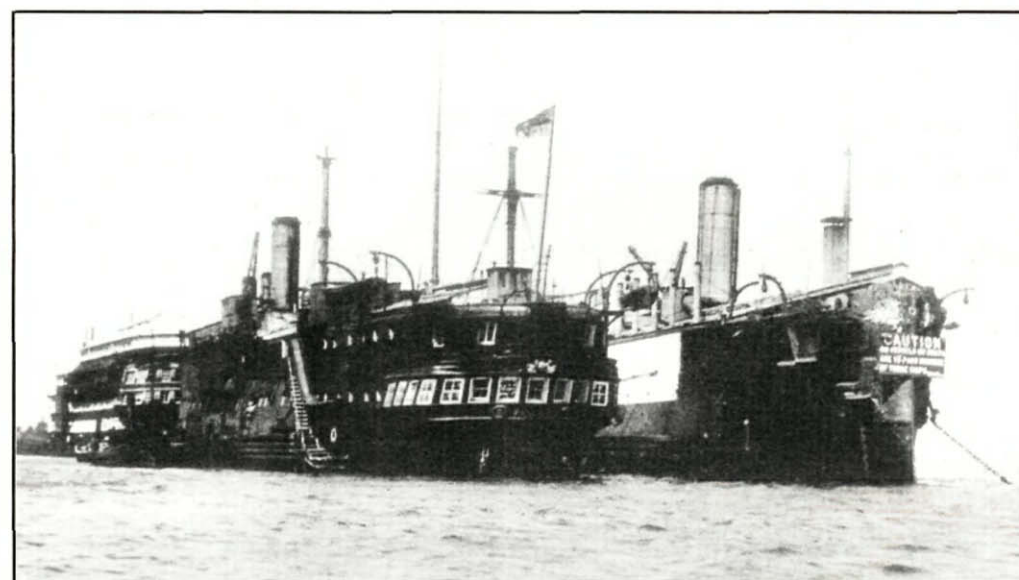
Those who wish to relive their youth can visit the Artificer Apprentice museum at HMS Raleigh by appointment - among the displays are records of exam results. Contact Fisgard Squadron on 01752 811457 for details.

For details of the Association, write to the Secretary c/o the Royal Sailors Home Club, Queen Street, Portsmouth PO1 3HS, or see website www.fisgardassociation.org

A centenary celebration will be held in Portsmouth on March 14 and 15, the highlight being when 750 Tiffies from around the world sit down to dinner at the Guildhall.

A social event, a Centenary Divisions at Whale Island, and coach trips (to Collingwood for 'greenies', to Excellent for 'gun-busters' and to HMS Sultan for 'steamies' and 'airy-fairies') have also been laid on.

A book is also to be published to mark the centenary - again, details are on the Fisgard website.



● HMS Fisgard was a collection of Victorian hulks in Portsmouth Harbour in the early days of Artificer Apprentice training



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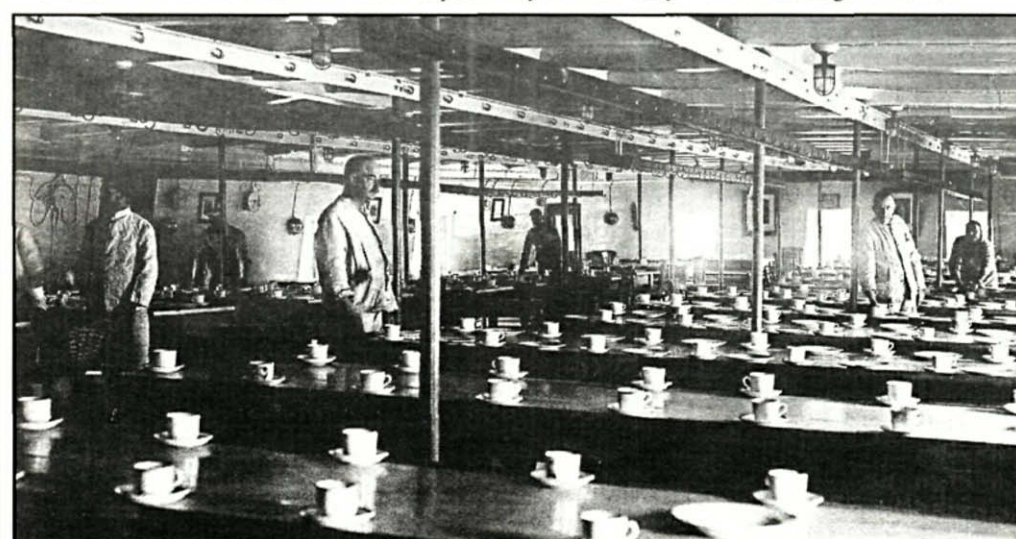
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● The Boy Artificers Mess Room of HMS Fisgard in 1917 on a hulk in Portsmouth Harbour

Edinburgh welcomes patrol ship

THE NAVY'S latest patrol vessel is due to make her public debut at this year's International Festival of the Sea (IFOS) in Edinburgh – but the crisis in the Middle East will dictate the exact nature of the Senior Service contribution to the event.

IFOS 2003 – Scotland's biggest maritime event this year – is expecting a Royal Navy flotilla including HMS Ocean, which is currently in the Gulf region with the Amphibious Task Group.

Also pencilled in are Type 42 destroyer HMS Southampton, P2000 patrol craft HM ships Archer and Example and a Royal Marines Commando assault team, who will stage an action-packed daily amphibious assault display.

HMS Tyne, the first of the River-class offshore patrol ships, and only accepted into service at the turn of the year, is due to make her first public appearance, berthed in the 'Fishing Village' area to emphasise her role as the next-generation fishery protection vessel.

The visiting ships and personnel, representing a cross-section of Royal Navy capability, will be supported by a wide range of displays, simulators and demonstrations designed to illustrate all aspects of the Navy and its equipment.

The Royal Marines Band will give regular performances throughout the festival, which runs from Friday May 23 to Monday May 26. Opening hours

are 10:00 to 22:00 each day.

Commodore Tony Rix, the Navy's Director of Corporate Communications, said: "We are delighted to play our part in the International Festival of the Sea."

"This festival will give us an opportunity to show the public in Scotland how we are defending their interests at home and abroad and allow us to show off our outstanding men and women who make it all happen on land, sea and in the air."

Besides the Navy, the harbour at Leith will feature more than 150 vessels of all sizes, from tall ships to working boats, and visitors will get a chance to climb aboard many to talk to the crews about their life.

Ashore there will be a vast interactive exhibition area with displays on international marine technology, oceanography and ecology.

Exhibits will range from displays of model boats to stands where visitors can learn more about sports such as deep-sea diving and sailing.

Educational displays will cover topics such as ecology and marine trades, and craftsmen and women tying knots, forging iron and building boats will be out in force.



● HMS Invincible anchored off Rosyth in early February having completed her £65million refit. Framed by the Forth Road Bridge, the snowy hills of Fife provide a wintry backdrop to the newly-refurbished aircraft carrier.

Picture: LA(Phot) Gordon Bruce, 45 Cdo

Norway has been officially welcomed as the first 'guest nation' at IFOS, and the country's strong maritime links with Scotland will be celebrated in a series of special exhibitions.

A number of Norwegian vessels, including Viking longboats and two tall ships will be on hand and IFOS will also be visited by a vessel which was part of the Shetland Bus covert operation during World War II, transporting people between Western Norway and Scotland.

Street performers and musicians will perform throughout each 12-hour daily programme from the decks of the great ships and around the exhibition arena.

Ticket prices are £15 for adults, £7.50 for children (aged 6 to 16), £36 for families (two adults and two children), and £10 for senior citizens. Tickets may be bought in advance from the website at www.festivalofthesea.co.uk.

Britannia added to register

THE FORMER Royal Yacht has been added to the National Register of Historic Ships following a change in the criteria for selection.

The National Historic Ships Committee (NHSC) has completed a review of the combined Core Collection and the Designated Vessels Lists which encompasses significant points in UK maritime history and ship technology.

The NHSC recently updated the criteria for inclusion on the register, and can now select from vessels built before 1955 – entry was previously limited up to 1945.

A further seven vessels have been added to the Core Collection and Designated Vessels Lists as follows:

Former Royal Yacht Britannia (1953), mv Edmund Gardner (the only large pilot cutter in the world, preserved in Liverpool, 1953), SS Shieldhall (former Clyde sewage boat and passenger ship, now preserved in Southampton, 1955) and PS Waverley (the last sea-going paddle steamer in the world, 1947) have joined the Core Collection as "vessels of pre-eminent national importance".

LV North Carr (an unpowered light vessel which lay in the Firth of Forth between 1933 and 1975, now in Dundee, 1932), TS Manxman (former Irish Sea ferry, a classic pre-RoRo design now preserved in Sunderland, 1955) and mv Balmoral (a classic diesel ferry and excursion ship from the Clyde, 1949) have been added to the Designated Vessels List as "vessels of substantial heritage merit with a greater regional or local significance".

The full list of 600 vessels on the Register of Historic Vessels is available at www.nhsc.org.uk.

Centenary begins at Scottish origin

THE FIRST ceremony to mark the centenary year of the Royal Naval Volunteer Reserve (RNVR) took place where it all began, outside the former HMS Graham in Govan.

On a sunny winter's day in mid-February, a crowd of current Reservists gathered with former members from the Old Hands Association outside the one-time headquarters building for the unveiling of a commemorative plaque by Depute Lord Provost Bailie Catherine McMaster.

There followed a service to rededicate the RNVR War Memorial at the building currently occupied by the 205 (Scottish) Field Hospital (Volunteers).

The Clyde Division of the RNVR was formed in 1903, following the passing of the Naval Forces Act. Training took place in a shed at Shieldhall until HMS Graham was built at Whitefield Road, Govan, in 1906. HMS Graham served as the home of 'Glasgow's Navy' from 1906 until 1993, when a government review saw the closure of the base and a restructured Reserve moved to HMS Dalriada at Greenock.

For more information on national events planned to commemorate the Royal Naval Volunteer Reserve centenary, visit the website at www.mnr100.com.

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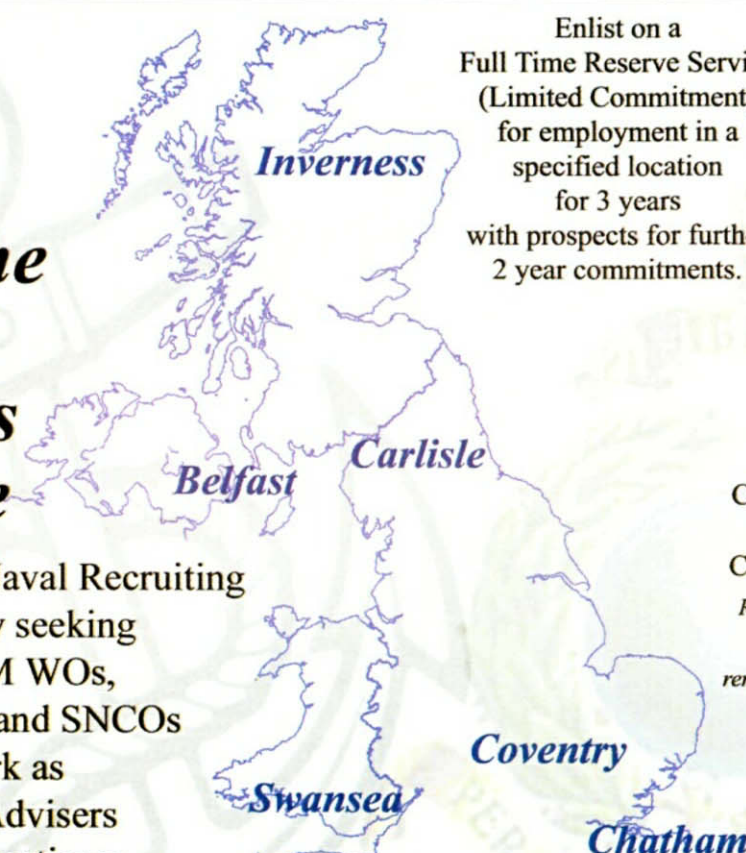
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Weapons Supervisor

Your role will include RCMDs, Fire Control, Emerlec Gun, VEMS, RBOC and small arms.

An education to HNC level, an equivalent professional qualification or a combination of naval training and experience to the same standard is essential. Eight years weapon engineering experience - including two years in a supervisor capacity should be combined with ex-navy senior rating and ideally supervisory experience of the weapons fit on Minehunter class.

Electronics Technician (COMMUNICATIONS)

You'll be primarily associated with Radar and Electronic Warfare (EW) Systems and Communications (ICS 25) systems, training the Royal Saudi Naval Forces (RSNF) Electronic Technicians assigned to the repair group.

With five years electronic engineering experience, including three in Radar, you'll ideally have good working knowledge of EW, SNAPS and communications including ICS25, Nautis and Navais.

Electronics Technician (NAUTIS)

You'll be supporting the Naval Autonomous Information System (Nautis) Systems.

Ideally you'll have five years engineering experience including three in Nautis. A knowledge of Sonar 2093, Radar (Type 1007), communications, Navais, EW and PDM (3) is also desirable.

Electronics Technician (SONAR)

This role focuses on the Sonar 2093 and associated systems where you'll use your five years electronic engineering experience, including three in Sonar, and knowledge of Nautis, Comms, Navais, Radar (Type 1007), EW and IFF equipment.

Mechanical Technician

You'll support the maintenance of the pumps, compressors, sewage systems, air conditioning and refrigeration systems installed on the Al Jawf Class.

Five years engineering experience, including three in pumps, compressors and sewage systems is desirable. A working knowledge of diesel machinery, hydraulic gear, pneumatics, propulsion units and bow thrusters, machinery control systems, air conditioning and refrigeration, fittings and pipe-work systems are also desirable.

Mechanical Technician

You'll be involved with the maintenance of diving gear and safety breathing apparatus, deck machinery and hydraulic crane.

Five years engineering experience, including three in diving gear and safety breathing apparatus, deck machinery and hydraulic crane would be ideal. A working knowledge of diesel machinery, hydraulic gear, pneumatics, propulsion units and bow thrusters, machinery control and all auxiliary and ancillary engineer plant fittings and pipework systems is also desirable.

Magnetic and Acoustic Ranges Technician

Responsible for the operation maintenance and system repair of magnetic and acoustic ranges installed at King Abdulaziz Naval Base, Jubail and the operation and maintenance of the sea and land ranges.

Ideally you'll have five years engineering experience - including three years in magnetic and acoustic ranging and you'll need particular expertise in the use of the magnetic and acoustic sea ranges. Ideally you'll be a weapons or electrical specialist or be an ex-DERA trained ranges technician.

Scheduler

Responsible for supporting the preparation of manpower schedules for approved work packages covering all trades, you'll also co-ordinate with shop heads and planners and prepare reports.

Four years experience as a shop planner or production scheduler with either military or industrial experience will be ideal.

Weapons Technician

You'll be working with equipment installed on the Minehunters and will concentrate on VEM and RCMDs Systems

You should have five years weapon engineering experience - including two years in Versatile Exercise Mine (VEM) and/or Remote Controlled Mine Disposal System (RCMDs). Ideally you'll be experienced in the ship support areas or fleet maintenance groups or be a dockyard trained weapons technician with experience in the VEMS and Remote Controlled Mine Disposal System (RCMDs).

Unless other wise stated, all roles need you to be educated to ONC level or equivalent or a combination of naval training and experience to the same standard.

To find out more, please write to HR Department, VT Support Services, 223 Southampton Road, Paulsgrove, Portsmouth PO6 4QA. Tel: 023 9235 4216 or email: bobbypayne@vtis.com

Although VT Integrated Logistics is committed to equal opportunities, these positions are based in Saudi Arabia and only male applicants can be considered.

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Education

Look to the heights of Lomond

Plans underway for new Defence Sixth Form in Leicestershire

HELENSBURGH-BASED Lomond School is already popular with Service personnel from Faslane and elsewhere.

It is known as a high-quality independent school which not only provides an excellent academic and all-round education, but also has the boarding option as an added bonus.

In April this year, it is opening the doors of a new £2million boarding house that is unique in Scotland, not only for the en-suite provision, but also for the fact that the boys and girls are being catered for under the same roof.

This premier facility, with its superb social spaces and excellent pastoral care, is already in high demand and Service personnel, who are eligible for a generous bursary, are amongst its most popular patrons.

The school has waiting lists in place until the end of 2004 in its main intake points, so the message is out to apply early if you want to

make sure of a place.

Not only is the boarding house brand new, but the main school facility is less than five years old and boasts superb IT and teaching facilities. The school has a roll of 530 pupils and prides itself in its human scale and its ability to get its pupils to achieve their potential, both as academics and as human beings.

There are small class sizes, excellent staff, electronic interactive whiteboards throughout and a positive and purposeful ethos in which pupils thrive.

There is a very extensive extracurricular programme with sport, music, drama and outdoor activities being particularly impressive in scope and quality.

Trips abroad, expeditions (this year Bolivia, next year Baffin Island), Outward Bound, Islands Peak Race, traditional music and other strands that help to develop self-confidence, teamwork and leadership skills help to explain why Lomond merits its high reputation.

THE MINISTRY of Defence has chosen the Minerva Consortium to build and manage a new Sixth Form College in Garats Hay, Leicestershire.

Construction of the Defence Sixth Form College will start this summer. It will open in September 2005 and will be a centre of excellence for young people wishing to pursue a career in the Armed Forces or in the MOD.

The Defence Training Review identified a need for technically trained officers in the Armed Forces and the Civil Service and examined ways of meeting this need and recommended the development of a Defence Sixth Form College based on the Army Sixth Form College at Welbeck Abbey in Nottinghamshire.

A business case established that a Public Private Partnering project

involving the private sector is likely to deliver the best value for money.

The Minerva Consortium, including Interserve plc, HSBC, and TQ Education and Training Ltd, has now been selected as the preferred bidder.

Dr Lewis Moonie MP, Parliamentary Under Secretary of State for Defence, said: "The College represents an exciting

development of the successful Welbeck concept which offers an opportunity for young people to develop rewarding careers in defence."

When the new college opens in 2005 the Army college at Welbeck will close.

It is anticipated that the majority of teachers and some staff will transfer to the new college under TUPE.



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YOUNG READERS CLUB

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SPORT IN ACTION

There's been a long tradition of sport in the Royal Navy, with people running, jumping, playing, catching and hitting things all over everywhere for hundreds of years. This month we'll take a look at how the Navy trains its Physical Training Instructors, who are nicknamed 'club swingers', and what they do to keep the Navy fit.

Hearts of oak

Physical Training Instructors at HMS Temeraire are still trained in the grand Navy tradition of sea shanties and songs.

The trainees for the branch stand and sing their hearts out as part of their passing out show.

Here are the words for a famous Naval song:

Come cheer up my lads,
'tis to glory we steer,
To add something more
to this wonderful
year,
To honour we call you -
as freemen not slaves
For who are so free as
the sons of the waves.

[Chorus]
Heart of oak are our
ships, jolly tars are
our men;
We always are ready,
Steady, boys, steady
We'll fight and we'll
conquer again and
again.

We ne'er see our foes
but we wish them to
stay,
They never see us but
they wish us away;
If they run, why we
follow, and run them
ashore

For, if they won't fight
us, we cannot do more

[Chorus]
We'll still make them
fear and we'll still
make them flee
And drub them on
shore, as we've
drubbed them at sea.
Then cheer up my lads,
with one heart let us
sing

Our soldiers, our
sailors, our statesmen,
our Queen

[Chorus]

CHECK IT OUT!

We've re-vamped and re-designed the Young Readers website to match the look of the pages and give you the chance to click in to stories for more information or pictures.

Take a look for yourselves on:
www.navynews.co.uk/
youngreaders - and let
us know what you think...



Trainee PTIs sing a sea shanty at HMS Temeraire

Focused on keeping Navy fit and well

The Royal Navy takes its sport very seriously and has an entire branch of the Service dedicated to keeping people fit.

These men and women are called Physical Training Instructors or PTIs and they can be found in ships and establishments across the world.

They themselves are trained at HMS Temeraire, a shore establishment near Portsmouth Naval Base. Everything that happens at HMS Temeraire is centred on sport.

The job of PTIs is to make sure everyone in the Navy is fit and healthy. To do this, they have to organise lots of different sports and activities.

The most popular sports with people in the Navy are rugby, football, sailing and hockey.

But there are 36 different associations in the Navy that include everything from angling to winter sports, cycling to mountaineering.

Sport isn't just about fun in the Navy, if people play sport, then they are more active and that means that they are healthier.

It's very important to be healthy in the Navy because everyone has to

work hard to be at their best for the service.

And sport encourages teamwork which is essential for the Navy and life on board ship.

PTIs originally joined the Navy with a different specialty. But they all have to transfer across if they decide they want to make sport and fitness their preferred job.

They are trained in lots of things, including 23 different types of sport!

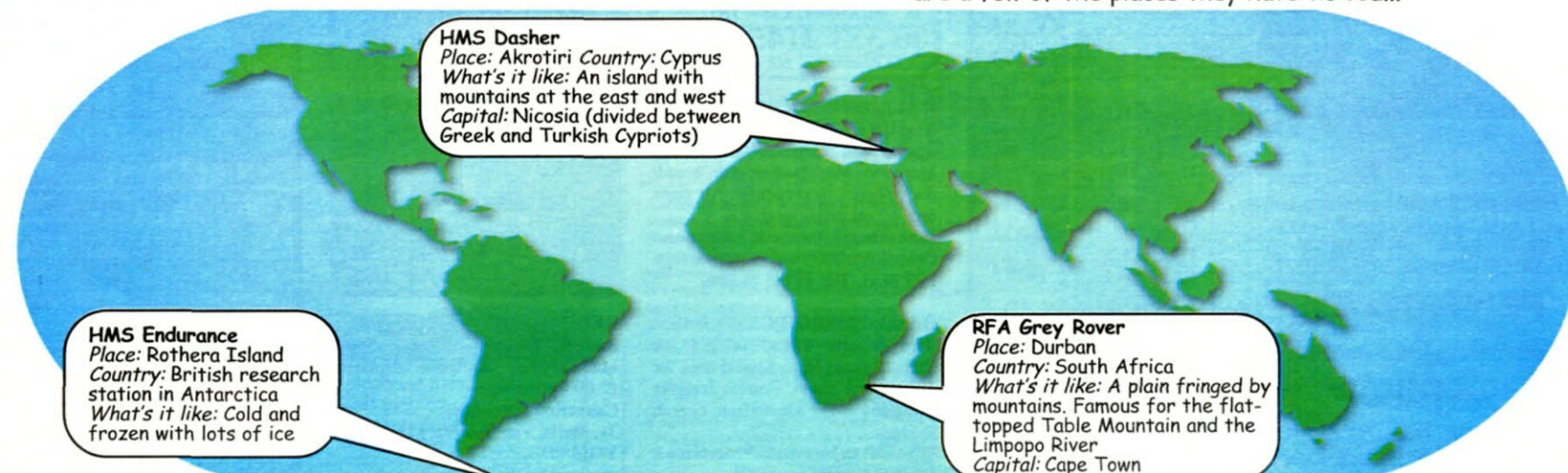
The motto for the Physical Training branch comes from a Roman poet, Horace. In Latin it reads: "mens sana in corpore sano", that means: "A healthy mind in a healthy body".



how long is a nautical mile? A nautical mile stretches for 2,000 yards whereas a land mile is only 1,760 yards in length.

Where in the world...?

Royal Navy and Royal Fleet Auxiliary ships have been travelling all around the world for the last month. Here are a few of the places they have visited...



Traditional Naval sports still alive

You might have seen some of the Navy's club swingers on TV recently. They appeared on the ITV show 'Ant and Dec's Saturday Night Takeaway' and taught the boys the finer arts of Naval sport.

There are certain sports that are special to the Navy. Everyone at HMS Temeraire is trained how to dance the hornpipe, and to sing sea shanties.

They also have to perform in what's called the "window ladder".

The window ladder is a complex wooden framework that is laid out in squares. The sport goes back to the days when sailors had to climb into the rigging of old-fashioned warships which still had large cloth sails.

Another Navy tradition for PTIs is club or cutlass swinging. This



On the rope ladder

sport started in the days of sail when heavy clubs were used to keep the men fit - which is why PTIs have the nickname 'club swingers' or 'clubs'.

The two clubs or cutlasses are swung around and around at speed - and the important bit is to do it without injuring yourself or anyone else...



Physical Training Instructors meet up with Ant and Dec

Picture: Granada Media

why

are Leading Hands in the Navy nicknamed "Killicks"? Because a "killick" is another name for the anchor that they wear on the shoulder badges.



Mascot Christopher Philpot in blue leads out the Royal Navy Rugby Union team against the Army at Twickenham



Stand up for the Senior Service at Twickenham

The Royal Navy's Rugby Union team are looking for someone to be their star mascot at this year's big match against the Army at Twickenham.

The winner of the competition will be invited along with his or her parents to join the Royal Navy squad.

Last year, Christopher Philpot won the chance to stand on the famous Twickenham stadium pitch.

This year's mascot, who could be you, will be given a full RN kit, then lead the Navy players out onto the ground.

Mum and dad will have lunch in the RN box, while the mascot is talking tactics with the team.

Team photographs will have the lucky mascot winner as centre focus.

And you won't just be sat down watching the match from the bench, during breakdowns in play you'll be carrying water out to the players.

Any youngster, aged between 8 and 12, can enter, and it doesn't matter if you are interested in rugby or not.

The question you need to answer correctly to go into the hat for the prize draw is: "Who won the Army v Navy game in 2002?"

Answers on a postcard with your own name, age and contact details to: Lt Cdr Charlie Neve, Room 119, West Battery, Whale Island, Portsmouth PO2 8DX.

Entries must be received before Friday, April 4, 2003.

Good luck!

Last year's winner



Warships make great ski boats

Take a close look at this photograph and you will see someone water-skiing off the back of one of the Royal Navy's ships.

This is the Type 21 frigate, HMS Amazon, but people were also known to go water-skiing from the back of submarines.

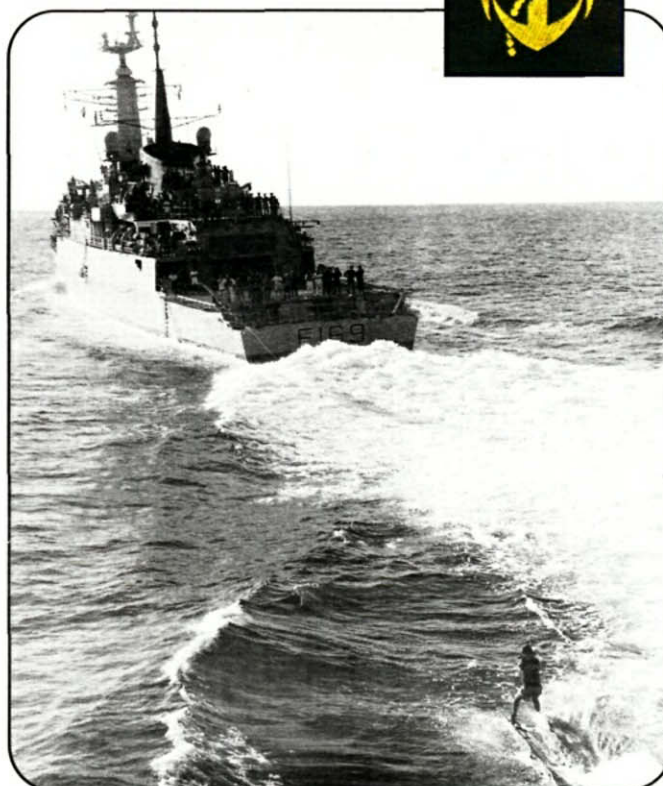
This photo was taken back in the 1980s, and skiing from the back of a warship does not happen any more after a similar picture caused questions in the House of Commons.

But a massive Navy team has just been out to France to take part in a big skiing competition on the conventional snow.

Navy puts best foot forward

When Royal Navy ships are alongside in foreign ports, the ship's football teams will often arrange football coaching sessions for the local children.

The Royal Navy Football Association is working with the FA (Football Association) to make more opportunities for the Navy to pass on their footie skills around the world.



Water-skiing from the back of HMS Amazon

WIN AN OVERNIGHT LIVING HISTORY EXPERIENCE!



We have a fantastic opportunity for you and a parent/guardian to experience living history aboard the Golden Hinde! This is a full sized reconstruction of the 16th Century warship.

Dressed in period clothes, you will be taken back in time, and participate in shipboard tasks.

Tudor meals, period dress and bedding are provided.

Adults are expected to participate fully in the activities.

You must be available overnight on 22nd March 2003

Send us a postcard with your name, address, telephone number, age and membership number along with your parents/guardians full name and written permission to arrive by 10th March 2003.

If you would like more information on the Golden Hinde or their overnight living experience call 08700 118700 or visit www.goldenhinde.co.uk

Normal competition rules apply. Children must have parents/guardians written permission to enter the competition and will need to be accompanied on the overnight experience. The winner will be asked to compile a Press Gang report on the experience.

what

is a 'goffer'? Goffer is slang for a can of cold fizzy drink or a huge wave.

YOUNG READERS CLUB

Join the Navy News Young Readers Club and you will receive a Goodie bag, Royal Navy Baseball Cap, Mug, Membership card and exclusive membership number, Birthday & Christmas Cards, Members only competitions, Exclusive Naval Visits, Discounts to local and national attractions and much, much more!!

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You can also enrol online at www.navynews.co.uk/youngreaders or over the phone by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)

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This month

1 March 1881: RN Medical School, Haslar, opened

1 March 1983: First male admitted to Queen Alexandra's Royal Naval Nursing Service

2 March 1973: HMS Ariadne - the last RN steam ship to be built - was commissioned

4 March 1992: First of the Trident submarines, HMS Vanguard, launched

6 March 1902: Queen Alexandra's Royal Naval Nursing Service replaced the Naval nursing sisters

8 March 1297: First recorded use of the word 'admiral' in English

11 March 1708: Law passed that prize money from the capture of enemy ships was shared among the capturing ship's company

17 March 1941: First operational detection of a U-boat by radar in World War II

18 March 1904: First accidental sinking of a Royal Navy submarine

19 March 1982: Argentinians land illegally and fly national flag on South Georgia, HMS Endurance sent from Falkland Islands to take down flag

22 March 1911: Royal Fleet Auxiliary Service established

30 March 1912: Capt Scott and his party died in the Antarctic trying to return from the South Pole

31 March 1980: First Sea Harrier squadron commissioned

31 March 1984: Chatham closed as Naval dockyard

Science fans

It's National Science Week from March 7 and experiments are planned across the country.

If you're doing anything exciting, particularly to do with the sea, let us know at the usual address.

NEXT MONTH

Our four-page special next month will be about the Navy of the future.

We'll be looking at the next generation of Type 45 destroyers, the future carriers and gazing up at the stars and space travel.

Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition.

One entry per person.

The decision of the judge is final.

Full competition rules are available by contacting us at the usual address.



Sea Cadets

Drumkit gift snares a new 'conscript'

AS reported in our January issue, retired Bristol Sea Cadet officer Lt Frank Marsh, learning from *Navy News* that TS Legion wanted to reform their band, decided to present them with a 'Corps of Drums'.

He later handed over the gleaming new kit – and found himself duly "conscripted" to provide the benefit of his experience

and asked to inspect the Cheltenham unit's Junior Section at Divisions.

"Later I was honoured to award five cadets with their qualifying badges – something I have not done since the early 1960s," Frank told us.

"I am very proud and honoured to be associated with the Sea Cadet Corps again."



● **BACK IN THE RHYTHM:** Frank Marsh presents TS Legion with a 'Corps of Drums' while a Junior cadet has a clash with the cymbals

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Battleaxe faces the chop – and fights back!

THORNBURY Unit are celebrating after RN chiefs have lifted their 'notice of closure'.

The order to close TS Battleaxe's HQ in Gloucester Road was imposed six months ago when the unit was felt to be no longer viable.

But following a recruiting campaign for more cadets and more committee members, it has almost doubled in numbers.

Former Town Clerk George Jackson was appointed committee chairman and a recent inspection by the Area Commander resulted in the closure notice being

withdrawn. Mr Jackson said the Cadets themselves deserved praise for recruiting friends to swell the ranks.

"At the inspection they did much to get us the right result, which made us very proud of them all," he said.

The unit still needs more recruits and parents willing to help or become instructors. TS Battleaxe meets twice a week on Mondays and Thursdays. Contact PO Rob Wilson by e-mail: WilsonR@sea-cadets.net

● **BRIGHTER FUTURE:** TS Battleaxe look forward with confidence.





Defiance has a day of history

IT WAS an historic day for TS Defiance when their Sea Cadet Sunday Service was conducted by the Rev Joseph Harper – wearing uniform for the first time.

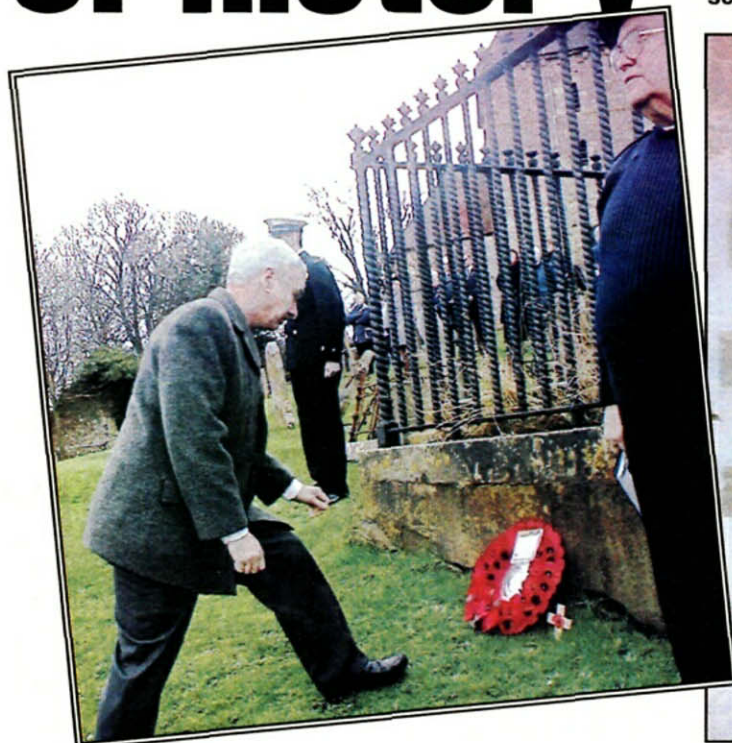
It is also the first time in the Newhaven unit's history that it has had a uniformed chaplain. He told the congregation he felt he was now truly a member of the ship's company.

Following the Service, members of the unit paid their traditional silent tribute to the sailors who lost their lives when the 22-gun former French privateer HMS Brazen was shipwrecked and sunk off Newhaven on January 26, 1800.

She had struck the rocks to the south west of the town and the cries of the sailors in the water guided local people to the scene – but all but one of her crew were

lost. Some 74 of them were buried in St Michael's Churchyard.

Below: A later HMS Brazen was a 'B' class destroyer sunk by the Luftwaffe a few miles to the east on July 20, 1940. Bottom: Rev Joseph Harper receives his cap and shoulder badge as TS Defiance's very first uniformed chaplain from First Lieutenant Stuart Ford. Left: Chris Morgan, Chairman of the unit's management committee, lays the wreath to the men of HMS Brazen



Michael makes officer material



● PO, now S/Lt Michael Dixon

AFTER spending half his short lifetime in the SCC, Michael Dixon now has a Commission as a sub lieutenant.

Michael (23) is currently Executive Officer ('Jimmy-the-one') of the Cheltenham unit TS Legion. Associated with the Corps from the age of 11, also with Stroud's TS Severn, he has lately served as a PO Instructor.

His current duties include instructing in marine mechanical engineering, canoeing, power boat handling and First Aid.

Michael studied hard over the past nine months to apply for a Commission before being examined in three sessions by the Sea Cadet Corps Officers Qualifying Board.

Uncle Peter would have been proud

ENJOYING a run of success at TS Indomitable is Vicki Ruffin – who seems to be following in the footsteps of her Uncle Peter.

She was Leading Cub and Best Cadet at the Long Eaton unit's awards night at the end of last year.

Advancement to PO Cadet followed shortly after and about the same time she was made

Lord Lieutenant's Cadet for Nottinghamshire.

Vicki's late uncle CPO Peter 'Whisky' Walker served in the destroyer HMS Bristol during the Falklands War – the same ship she visits at Portsmouth to train with the Sea Cadets.

● Like her uncle Peter (inset), Vicki, seen here with her most recent awards, hopes to join the Royal Navy when she leaves school.



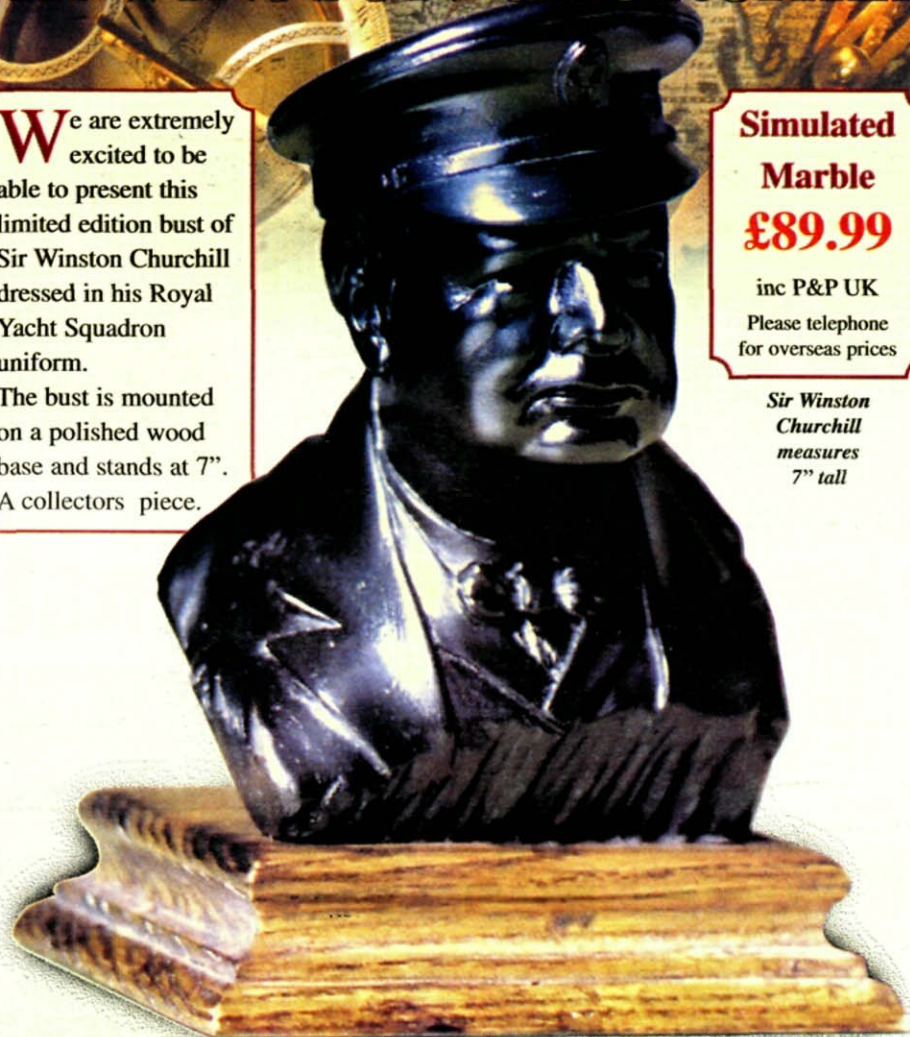
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Sport



● PO Ollie Dale

Picture: LA(PHOT) Wheelie A'Barrow

Ollie aims to tame the Cresta Run

A BLACK eye and bruised rib were the returns from Ollie Dale's first season of bob skeleton – but he is aiming high.

The petty officer with ego Naval Air Squadron only graduated in October from the Army's Ice School at Lillehammer, where he developed his skills on the bob skeleton, a steel sled travelling at speeds of up to 90mph.

But he took his chances at the British Bob Skeleton Championships at Altenberg.

The track was part of an old East German training camp designed for the 1980 winter sports programme. It snakes for 1,510 metres, dropping 124 metres, and was designed to incorporate the worst parts of every track in the world.

Thirty people competed, including eight guests and eight novices, including Ollie.

The first day saw three slides from the junior and women's starts, followed by runs from the top, starting with tentative pushes, ending with mad sprints on race days.

Ollie finished in 12th place, and said his black eye and bruised rib were a huge improvement on Lillehammer.

He now hopes to have a crack at the Cresta Run in St Moritz to round off his first season – although he has not yet told his wife of his plan.

Failing that, it's back to Lillehammer in October.

Ollie has thanked the RN Winter Sports Association for funding and help with transport, workshops for help with sleds, and the squadron for allowing him time to compete.

For information on bobsleigh, bob skeleton or luge, watch for the Army DCI advertising the Ice Camp in October, or contact PO Ollie Dale on NavyStar at 899 L16.

Two dominate at badminton

TWO players dominated the main events at the Navy badminton championships at HMS Sultan – though a partnership between them failed to land a clean sweep.

AEM Laurence Seaman (846 NAS) retained the men's championship by defeating Lt Cdr David Hill (815 NAS), while Musn Dawn Tinkler (CTC Lympstone) accounted for LWTR Goodfellow (HMS Sultan) in the ladies' event.

Finalists AEM Seaman and Lt Cdr Hill paired up to retain the doubles title, beating CPO Mac McGillvery and Cdr Rob Steel, while Musn Tinkler and LWTR Goodfellow achieved the same result in the ladies' section.

But when AEM Seaman and Musn Tinkler teamed up in the mixed doubles, they lost to Cdr Steel and Lt Wendy Conyers.

The Restricted men's doubles title went to CPO Wingate and OM Mott (HMS Collingwood), while Lt Cdr Hill dominated the veterans' events, winning the singles and doubles, with Archie Frieabairn (HMS Collingwood).

Title-winning surfers celebrate in Hawaii

ROYAL Navy and Royal Marines surfers celebrated their first Inter-Services victory with a tour to surfing paradise – Hawaii.

The Inter-Services event, hosted by the RAF at Penhale Corner in Cornwall, attracted more than 100 Services surfers.

The RAF, as usual, fielded a strong team, and were expected to win – but they were in for a shock. Conditions were excellent, with light off-shore winds, good-size clean waves and that vital ingredient – sunshine!

It soon became obvious the top prizes would be contested by the RAF and Navy – and it was the latter which swept the board.

In the shortboard/open final Mne Pete O'Malley (40 Cdo) was first, and in the Plate final LAEM Si Parry was first with POAEM Matt Lawless second and CPOAEM Dave Burr third (all RNAS Culdrose).

In the longboards, AB(D) Dave Barr-Saunders was first with LA(AH) Richie Turrell second (Culdrose) and PO(AH) George Besford third in the Plate final.

AEM Mike Patterson was first in the bodyboard Plate final with AEM Mike Shadders second (both Culdrose).

At the 'surf ball' and awards ceremony at RAF St Mawgan, the Navy squad collected the majority of prizes, including the Inter-Services Championship Trophy for the first time in the ten years the contest has been running.

The British Interclub shortboard and longboard championships were held the same weekend, greatly reducing the strengths of both teams.

In longboard event at Scarbor-



● POAEM Shay Bowen gets it right at the Rockpiles break during the RN/RM Boardriders Association tour to Hawaii

Picture: LA(PHOT) Ian Richards

ough, in horrendous conditions, the RN/RM team finished a creditable fifth place in the A Division.

WO2 Paul Keenan (45 Cdo) came second in both heats as did WO2 Jim Robson (RM Poole), and CPOAEM Shaun Moloney (RNAS Yeovilton) also scored highly.

The shortboarders competed at Woolacombe in Devon but could not find their form and ended up second-last in a tough competition. Lt Dan Thornton RM (45 Cdo), the RN/RM shortboard champion, was in outstanding form, winning both his heats in style with radical manoeuvres off the lip.

The RN/RM squad then set off on their most ambitious challenge to date – the tour to the North Shore of Hawaii, the playground of

the best surfers on the planet.

Accommodation was in a house on stilts, virtually on the beach between two of the finest breaks in the world, Waimea and Pipeline.

The shortboarders set off before dawn to surf the North Shore – essential to avoid the masses who hit the water later in the morning.

Consequently they surfed the famous breaks of Backdoor, Velzyland, Sunset, Rockpiles and Pukea almost to themselves.

Although some waves were as big as the best back home, the sheer speed and heaviness of them put them in a different class.

The other thing to consider was the seabed – razor-sharp coral – so being pounded under the waves in shallow water was no fun.

Full team for testing course

EXPERIENCE has shown that it is always difficult raising a Royal Navy team for the Hampshire Cross Country Championships event at Dibden Enclosure, being so close to the Navy's Christmas leave, so it was very good to have a full RNAC team for the muddy testing course.

With the Gough family having secured one second place (Steve Gough's daughter) it was great to have Steve leading the RNAC team by gaining second in the V45 category and 41st overall.

Once again Roger Shepherd showed his form by pipping John Potts – still troubled by an injury – on the line.

Overall the RNAC team finished 13th out of 23 teams, with the veterans team placed 6th out of 19. No

RNAC women competed.

The following week, on a beautiful, but bitterly cold day at Ashe Meadows, Overton, there was some doubt about RNAC numbers taking part, with three withdrawing at the last minute.

However, a Friday night call from Tim Lee-Gallon guaranteed a fifth runner, and a full team enjoyed the challenge of this tough farmland course.

Once again Roger Shepherd ran strongly and was first man home with an improving Dave Barrett, now injury-free, in hot pursuit and battling it out with Tim Lee-Gallon and John Guernan.

All finished in the top 100 within 23 seconds of each other.

New format for cup

THE SCOTTISH Courage Cup, RN Rugby League's premier competition outside the Inter-Services will be expanded this year to include a further four teams.

At a meeting of all participating teams it was decided to increase the number of teams to 12.

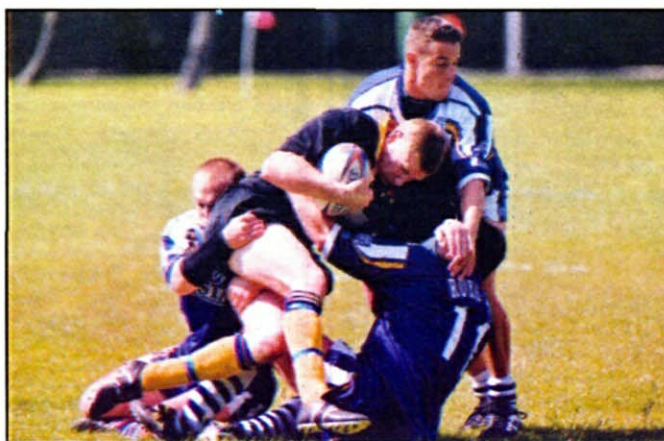
The new teams will be "exile" teams from Ireland, Scotland and Wales, as well as a representative side from National League Division 3.

The competition format has been revised considerably to include the new teams, and will consist of four groups of three with semi-finals and finals in Cup, Plate and Bowl trophies.

The initial group matches will take place in May, June and July with the semi-finals in August and the finals in October.

The exact dates for the ties have yet to be finalised and will be circulated as soon as they are confirmed.

The 2003 State Of Origin match



● The RN rugby league team in action against the Prison Service

has been moved to early September to allow the Royal Navy's coaching staff to select the train-on squad for the traditional Inter Services fixtures.

This year's Royal Navy fixtures will see the Army visit Burnaby Road for the home tie, with the RAF hosting the Navy in the final match.

U25 squash team retain top honour

THE NAVY'S young guns retained the Inter-Services squash title with a gritty performance at Aldershot.

Despite losing players to current operations and injuries, the Under 25s were in confident mood, even after the RAF's 5-0 demolition of the Army on the first day.

Wins for the Navy's first, second and third strings – Capt Damien May RM (RAF Shawbury), AEM Neil Martin (Yeovilton) and OM Lewis Colley (HMS Dumbarton Castle) – put the second day's contest against the Army beyond doubt, and a 3-1 win allowed the dark Blues to start thinking about the decider on the final day.

Against the RAF, AEM Martin, at No 2, won his match 3-0, but defeats for the Navy's fourth and fifth strings meant the last two had to win to keep the trophy.

Under the gaze of the Chief of the Defence Staff, Admiral Sir Michael Boyce – himself a keen squash player and president of the RN Squash Rackets Association – both OM Colley at No 3 and Capt May at No 1 produced fast and accurate shots to overpower their opponents 3-0 and take the honours.

A very strong RAF Ladies side disposed of both the RN (5-0) and Army (4-1) teams with relative ease, and the Navy also lost 5-0 to the Army.

The equally-powerful RAF Veterans dished out the same punishment, beating the Navy 4-0 and the Army 4-1, while the Army took second place by beating the Navy 4-1.

In the Men's event, the RAF and Army both warmed up for the final day with 5-0 wins against the Navy, and with the airmen 2-0 up in the decider it looked all over, but a spirited showing by the Army No 2 saw him seal a 3-2 win.

Admiral Boyce presented RN U25 colours to S/Lt Dan Peskett (HMS Sultan) and Mne Joe O'Connor (RM Poole); Senior colours to Mne D. Green (Cdo Log Reg), LAEM D. Armstrong (HMS Lancaster) and S/Lt J. Roue (HMS Collingwood); and Veterans colours to WO R. Giddings (Abbey Wood) and B C/Sgt M. Sharp (CTCRM).

Trainees lift RAF trophy

THE CULMINATION of a year's hard work was realised when the Joint Elementary Flying Training School (JEFTS) Squadron, at RAF Barkston Heath in Lincolnshire, lifted the Station Commander's Cup.

After total domination of the cup in previous years by the Department of Initial Training (DIOT) and General Service Training Squadron (GSTS) at nearby RAF College Cranwell, it is a remarkable feat that the small squadron of trainee RN and Army pilots triumphed over more numerous opponents.

Another JEFTS team, comprising RAF trainee pilots and based at RAF Church Fenton, won its equivalent competition at RAF Linton-on-Ouse for the last two years, blazing a trail for Cranwell's JEFTS personnel.

After a slow start, JEFTS won the 'It's a Knockout' tournament and, for the final four events, outclassed the favourites, DIOT.

The competition was tight, and only settled by a nail-biting tiebreak at the end of a sports quiz.

"It is fantastic for us, a small contingent of Army and Navy trainee pilots, to win such an



● S/Lt Jay Berry with the RAF College Cranwell CO's Cup

award, especially on the RAF's home ground and against teams with many more people to choose from," said S/Lt Jay Berry, the current sports representative at Barkston Heath.

"I and everyone at Barkston would like to extend our thanks to the Physical Training staff and, in particular, Cpl Mark Rooney for arranging this competition and making it such a successful event."



Weather has say in results

THE RN Rugby Union's three games scheduled so far this year have all been affected by weather – and the first never actually happened, as it was cancelled because of heavy rain in late January.

The very cold, strong north wind that blew during the game against Somerset County at Taunton had a significant impact on the game.

The Navy, playing with the wind behind them in the first half, could not take advantage, building a slender 17-5 lead with good tries by Andy Evans (HMS Flying Fox) and James Phillips (CTCRM).

But a strong Somerset side scored four unanswered tries in the second half to win 36-17.

RN: Channing, Sullivan, Crompton, Hearsay, Phillips (Main 43), Evans (Clark 40), Pascoe (Salmon 40), Bartlett, Slater, Court (Gent 45), Cormack, Hyde, Jerold (Parker 40), Salama, Parker (Readwin 40); **Replacements:** Hewitt, Thompson, Vance, Cavanagh, Brock, Williams, Parry.

The game at Oxford University was played on a bitterly cold night with the pitch freezing over, though a pitch inspection allowed the game to proceed.

The first half was a rout, with the sheer quality and pace of the students stunning the Navy, whose full back Roger Readwin (BRNC) defended gallantly.

Lock Del Cross (Bristol Carers) made good yards, but was left isolated, and debutant winger Andy Vance (HMS Sultan) showed potential.

But Oxford, with nine Blues, could not be thwarted, racking up seven tries before the break.

Play resumed after another pitch inspection, and the Navy finally shifted up a gear.

A break by fly half Paul Clark (BRNC) saw the ball spun wide, but a forward pass prevented a certain try for winger Dave Jones (HMS Newcastle).

The Navy pushed forward again, relying on rucking and mauling, and Del Cross touched down.

But after 58 minutes, with the score at Oxford University 50 RN 8, the game was abandoned as the pitch had become unplayable.

RN: Channing, Vance, Brock (Over 40), Evans, Jones, Clark, Pascoe, Bartlett, Slater, Parkes, Corder, Cross, Salama, Jerold, Readwin. **Replacements:** Court, Cavanagh, Salmon, Parry, Hewitt, McHardy.

Further details on the RNRU are available under sport and social on Navy intranets, and through the main RFU website on the Internet.

■ The Hampshire Regional Festival, part of the National Emerging Schools Festival, takes place at HMS Sultan at 1100 on March 5.

The festival – started by the Navy – has seen 28,000 children take part this season from schools with no rugby tradition. See next month's *Navy News* for details.

'Big Mac' fries Army champion

SHAUN 'Mac Attack' Macdonald was the star of the show as the Royal Navy went down fighting at the Inter-Services boxing championships.

Walkovers, several caused by injuries to key Navy personnel, meant that the Army retained the championship in front of an enthusiastic crowd at HMS Nelson gym. But of the three contested titles, the Navy took a 2-1 victory, with middleweight Mac Attack's shock 11-9 win over England international and second-ranked boxer L/Cpl Dean Frost, of the Army, being the highlight of the evening for home fans.

OM Macdonald's win over Frost, in what proved to be the bout of the night, brought the house down.

"This is the best moment in my

boxing career," said Macdonald. "My preparation was second to none, and I am determined to win the national title."

At welterweight, Mne Stu 'The Bull' Elwell just lost out to national finalist and England international Pte Stephen Briggs (Army) on a 5-4 points decision.

Elwell made a better start than his opponent in what proved to be a tight, tactical contest.

With the fighters level pegging going into the fourth round, Briggs fired off more shots to give the national No 4 the victory.

Navy coach POPT Q Shillingford said he was proud of Elwell's performance, pointing out that The Bull had stepped into the ring with one of the best boxers in England, and to concede the bout by just one point was an excellent achievement.

Team captain Mne Mick 'The



● 'Mac Attack' Macdonald celebrates his win

Irish Hammer' O'Connell put in a fine performance against Bdr Neil Okoth (Army).

The strength and stamina of the Royal saw him score a clear win over the Army's heavyweight champion and England No 4.

Q Shillingford commented that the Hammer was on the brink of England selection, and had attended England squad training sessions at Crystal Palace. As long as he remained focused, Q believed nothing would stand between Mick and the national title.

Rising super heavyweight star OM Neil 'Bazooka' Suka won his first Services title with a walkover.

Neil's training has gone well, according to the Navy coach, and he has improved rapidly since joining the team. Q hopes the Bazooka will make a major impact on the national scene this year.

As *Navy News* went to press, Mne Dave 'The Hurricane' Tang was looking to capture the Welsh National title at his first attempt, and his whirlwind aggressive style

should stand him in good stead.

Scottish internationals Mne Kev 'The Baby-Faced Assassin' Green and Mne Jim 'The Thin Destroyer' Cusick have their sights firmly set on becoming Scottish champions – both boxers were unable to compete at this year's Inter-Services event because of injuries.

Q Shillingford said: "It has taken three years to build a team from nothing to one of the best boxing teams in Great Britain."

"We have had historic wins over the Eastern Counties by 6-0, Western Counties by 8-1, the Southern Counties by 9-1 and an 8-7 win on the Australian tour."

"We have had three boxers in the National quarter-finals, one in the Welsh and two in the Scottish, so the team are on a high."

"Macdonald, Elwell and O'Connell have proven they can tear it up with the best boxers in the country, so I see no reason why the Navy cannot boast of having six national boxing champions by the end of this season."

Cup run ends at Plymouth

THE ROYAL Navy football team's unbeaten run in the South West Counties Cup has come to an end following a string of good results against tough opponents.

A break in the competition allowed the Navy to work up for the Inter-Services with a friendly against the Prison Service.

Despite a packed Prison midfield, it was an open and entertaining game, and the Navy team looked like it is beginning to gel as a unit, regularly opening up the visitors to Burnaby Road.

The Navy's dominance finally told in the second half when swift passing between MEM Foxy Foxhall (HMS Sultan) and Wilson led to a great cross, met at the near post by LOM Tickle (HMS Nelson), and despite a late rally by the visitors the Navy held on for a 1-0 win.

Confidence was high going into the second SW Counties Cup match, and a strong Naval XI held group favourites Gloucestershire to a goalless draw at Yeovilton – a fair reflection of a hard-fought game.

But the sailors came down with a crash in their next match, when Devon came to Plymouth.

A much-changed Navy side came under immediate pressure, and it was 20 minutes before the first meaningful home attack, but it was the country side who took the lead with a first-half penalty.

The sailors went on the offensive after the break, and shaved a post in the final minute, but Devon hung on to claim the win.

■ Full reports on these matches are on *Navy News Online*



● Navy champions line up with their belts: (back row, l to r): Mne Dave 'The Hurricane' Tang, Mne Kev 'The Baby-Faced Assassin' Green, Navy coach POPT Q Shillingford, Mne Jim 'The Thin Destroyer' Cusick, Mne Stu 'The Bull' Elwell. (Front row, l to r): OM Neil 'Bazooka' Suka, OM Shaun 'Mac Attack' Macdonald, Team captain Mne Mick 'The Irish Hammer' O'Connell

New yachts named

THE ARMED Forces have formally taken over the last of four ocean-going yachts to replace their veteran Nicholson 55s.

The newer Challenger 67s were built for the 1997 BT Global Challenge race, and have since taken various corporate guises.

But since arriving at the Joint Services Adventure Training Centre (JSATC) they have been renamed Endeavour, Challenger, Discoverer and Adventure.

The first three have already started to earn their keep in the Channel, Scandinavia and Atlantic, giving Servicemen and women the chance to develop the character and leadership qualities essential in the Forces.

Adventure will be heading for the Baltic next month for the St Petersburg 300th anniversary.

■ For a full report and pictures of Adventure's renaming, see *Navy News Online*.

Cold comfort for expedition

MEMBERS of the Senior Service's expedition to Everest have been testing their equipment under rigorous conditions at the Institute of Naval Medicine.

The RN and RM Everest North Ridge Expedition team went into the Institute's cold chamber in thermal suits, gloves and boots to see how their kit performed at temperatures as low as minus 30 degrees C.

Among the gear tested over two days was a new oxygen delivery system, designed for them by Summit Oxygen Ltd, a microcamera and video link, photographic gear, batteries, stoves, torches and clothing.

Expedition leader Lt Col Nick Arding said: "The cold chamber has been a great chance to test and gain confidence in our equipment."

"The oxygen trials were particularly crucial, and the set performed really well."

Climbing leader WO2 Dave Pearce added:

"The oxygen system is great, and with the manufacturer's here we have identified a few changes to make it even better – and it's a lot lighter than conventional systems."

Expedition PR manager Lt Fi Shepherd put Nikon digital cameras and lenses through their paces, reporting that all worked perfectly, even after being frozen solid for two hours.

"We've also tested simple yet essential things such as gloves – when dealing with fiddly equipment you need manual dexterity that big gloves won't permit."

The expedition was formally launched in London last month, following trials in Chamonix in France, and they then had a final training session in Scotland at Tulloch.

Team members are due to fly out to the foothills of Everest early next month for the two-month expedition – the Navy's first assault on the world's highest summit.

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NEW CARRIERS

● From page one

yet to be defined. Thales – originally established in France more than a century ago – will also bring to the mix their knowledge in weapon and defensive systems, plus their expertise in the interface of ship, aircraft and flight deck operations.

Lord Bach, Minister for Defence Procurement, said: "This is great news for defence – these immensely capable ships will represent a quantum leap in military capability for our Armed Forces."

The two new ships will be roughly three times the size of the current Invincible-class aircraft carriers.

They will carry an air wing of up to 48 aircraft, primarily a mix of rotary and fixed wing. The Lockheed Martin F35 or Joint Combat Aircraft will operate as the principal jump jet, replacing

the Sea Harrier in use from the STOVL (Short Take Off Vertical Landing) carriers.

The two ships are to be designed and built in the UK, with the MOD intending that four shipyards – Vosper Thornycroft in Portsmouth, Swan Hunter in the North East and Scottish yards Babcock BES at Rosyth and BAE Systems on the Clyde – share the lion's portion of the building work.

These future carriers are planned to come into service in 2012 and 2015 and their lifespan is projected to last over 50 years.

First Sea Lord Admiral Sir Alan West said: "If you put that into context, and the first one arrives in 2012, let's assume it had arrived in 1912, it would have gone through the First World War, the Second World War and still be around during Vietnam."

He hailed the announcement as a "milestone" for the Royal



● **BUILT TO LAST:** Artist's impression of the new carrier, to stay in service for 50 years

Navy and UK defence.

"So that is the reason I'm here, not because of the nitty gritty, but because in the final analysis I want the ships, the best possible I can get and to time."

□ Meanwhile the Government has agreed to increase its funding for the Astute submarine project by around £430 million.

Said Lord Bach: "The original contract was based on a single

source supplier, namely GEC-Marconi (later merged with British Aerospace to form BAE Systems) as the only UK provider of this unique defence capability.

"We sought to establish a fair price given the economic conditions and agreed joint assumptions on an open book basis at the time of contract signature in March 1997 on how the project would be delivered."

"These related, in part, to the benefits to be derived from the first comprehensive application of computer aided design (CAD) techniques to UK submarines."

"This will deliver significant advantages in the future, but its benefits have proved more difficult to realise on a programme of this complexity than either we or the company had assumed."

"We now know that the introduction of CAD requires more time and effort than either of us had originally anticipated."

"As a result, the Government has agreed to increase its funding by around £430 million, subject to final negotiations, as against an increased contribution by the company of £250 million."

"These increases reflect the Government's acceptance of a share of the responsibility along with BAE Systems for the under estimate of the required effort and the consequent design delays."

"They also cover costs incurred through restructuring and other revisions to the project and will result in the first of class coming into service by 2008."

Firefighters strike still smoulders

THE FIREFIGHTERS strike has entered a period of calm, with the Fire Brigade Union in negotiations with employers at the arbitration service ACAS as *Navy News* went to press and no new strikes due to be scheduled while the talks process is ongoing.

Since the New Year, military personnel have been involved in providing cover during three strike periods – one 24-hour stoppage and two 48-hour blocks.

One Navy team performed admirably in a flat fire in Brighton, during which one casualty with a leg in plaster was rescued from a burning room. Three adults and three children were also rescued from the flat above.

The number of callouts remains broadly similar to previous strikes, but the number of false alarm and hoax calls has cut down to 1,175 from 1,776 in the initial strike action.

Military training shows positive

AN APPRAISAL of initial training in the Armed Forces has concluded that the Ministry of Defence could have "considerable confidence" in the system – although two areas were identified where improvements could be made.

The study, carried out by two senior officers at the request of ministers, used 2,450 questionnaires and more than 1,500 interviews, as well as discussions with recruits and trainees, in the last quarter of 2002.

The overall assessment is that the MOD has "a lean, hard-worked Initial Training system in which it can have considerable confidence."

The report notes that "it is administered and staffed by professional men and women, with a strong sense of duty and purpose, who have proved consistently successful in providing highly-effective training for about 23,000 recruits a year."

The report points out that the enduring success and reputation of the British Armed Forces at home and abroad are "impressive testaments" to the vitality of the training organisation.

The system also compares well to those of other nations' forces, and to civilian regimes with similar volumes of trainees.

However, despite the fact that "morale, ethos and motivation

among both trainees and staff are predominantly buoyant", the report concedes that "in a number of areas, strains are evident as a result of the sheer size of the training task and the unremitting throughput of trainees."

One area which needs addressing is the need to ensure that young people in training are managed proficiently, treated fairly and given appropriate levels of support.

In order to achieve this, suggestions include:

- Guaranteeing absolute and confidential access to an empowered commissioned officer for every recruit and trainee

- Inviting every recruit and trainee to complete and sign a confidential questionnaire about his or her experiences during initial training

- Creation of a simple training "covenant" or other document setting out the obligations of both the recruit or trainee and the Initial Training system

"Realistic" supervisory ratios should be determined, established and resources by each Service.

The second area which needs attention is in terms of corporate governance, where "the department requires more rigorous assurance mechanisms, to provide regular monitoring, to expose risk and to promote best practice".

In order to achieve this, the report suggests establishing an assurance body outside the single-Service chains of command, which could also administer the questionnaires and compose the training covenant proposed in the report.

Albion on course

NEW assault ship HMS Albion is preparing to join the Fleet in the early summer as she approaches the end of her sea trials.

The Landing Platform Dock (LPD) put to sea for the first time on December 16 to conduct Phase 1 of her Contractors' Sea Trials in the Firth of Clyde. She features many new systems, not least electric propulsion, a fully automated and computerised Platform Management System and a comprehensive suite of command and control systems.

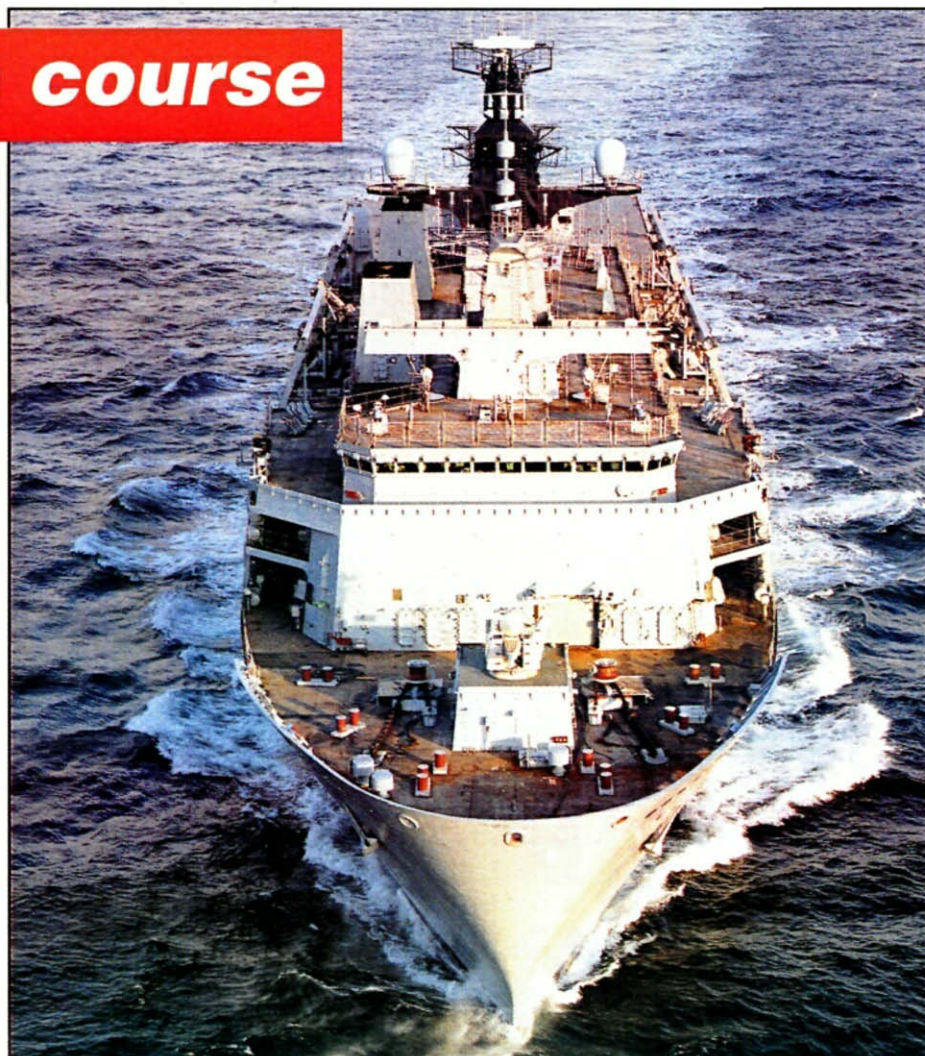
So the initial success of these trials, with all but minor teething problems, was particularly pleasing.

Albion put to sea again in early January for Phase 2 of trials, this time with the ship's company embarked, personnel having returned from being "loaned out" on a variety of tasks and duties, including cover for striking firefighters in Operation Fresco.

For a first-of-class major capital warship, BAE Systems and the MOD considered the trials a significant success. However, it was not all work and no play; with the help of some seasoned hands acting as "trainers", BAE held a horse racing night and raised £236 for the ship's adopted charity, Claire House School, near Chester.

Albion is due to arrive in Devonport early in March. She will then start her Safety and Readiness Check, trials and operational training process, with an in-service date of around June.

She and her sister HMS Bulwark replace the veteran assault ships HMS Fearless and Intrepid.



Close encounter with 'seamount' for Endurance

ICE Patrol ship HMS Endurance struck an uncharted rock in Antarctica as *Navy News* went to press last month, scraping her box keel.

Her hull was undamaged by the uncharted pinnacle of rock which she encountered around 10 miles off the Antarctic peninsula.

The 'Red Plum' then sailed to the UK Antarctic base at Rothera Island where divers carried out an inspection.

Later she returned to the area where she struck the pinnacle to ensure that it was marked on charts in the future and to check for similar formations in the vicinity.

The resulting survey is a dramatic picture of a "seamount with two small, but severe pinnacles in close proximity".

Said a spokesman: "The depths shoaled unexpectedly and incredibly steeply from 42.87 metres to our grounding at 6.4m in eight seconds."

"As ever when working in uncharted waters we were working

gradually from surveyed into unsurveyed waters running lines parallel to the coast with a bale out depth of 40 m and a slow speed of 5kts. The bale out depth of 40m is over five times our draught and was selected after examining the rest of the area around which we were working, where the least reported shoal was 37m.

"Depths earlier in the day had been between 300m and 50m, however the shoal we encountered was very rapid and gave us no chance of avoidance."

"While the engines were put full astern before the 40m bale out depth, eight seconds was not much time for it to take effect."

Work Period 2 being over, Endurance had a short break in Buenos Aires before returning south to start the next one. She returns home to Portsmouth in the summer.

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